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RULE BOOK

To operate from 1st October 1972
(Reprinted 4th June 1988)

BRITISH RAILWAYS BOARD

RESOLUTION OF THE BRITISH RAILWAYS BOARD

At a meeting of the British Railways Board on 11th November, 1971

It was RESOLVED —

'That the Rules now submitted be and are hereby approved and adopted for observance by the employees of the British Railways Board from 1st October, 1972, and that all former Rules which are inconsistent therewith or are made obsolete thereby shall be cancelled as from that date.'

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GLOSSARY

When used in the Rules, Regulations or instructions, these expressions must be understood to include or mean the following unless otherwise shown:

The term:	**includes**:
Area Manager	Assistant Area Manager, Area Operations Manager, Station Manager, Traffic Manager or Traffic Assistant
Brakevan	any vehicle with a brake compartment
Station	terminal, depot, yard or halt
Lever	push button, switch or other controlling device (when used in connection with signalling or level crossing equipment)
Tail Lamp	illuminated built-in red light or illuminated red blind
Traction Unit	locomotive, multiple unit or self propelled rail vehicle or road/rail vehicle in rail mode
Train	light locomotive(s) or self propelled rail vehicle or road/rail vehicle in rail mode
Train Register	any book or form provided for recording times and exceptional circumstances

The term:	**means**:
Driver Only (Or D.O) train	a train worked without a Guard
Signal box	a signal box which is open
Stop signal	any signal capable of showing a stop aspect or indication
Home signal	the first stop signal worked from a signal box
Section signal	any stop signal controlling entrance to the block section or intermediate block section ahead

The term:	**means**:
Station limits	the portion of line between the home signal and the section signal for the same line, worked from the same signal box. This does not apply on a Track Circuit Block Line
Intermediate block section	the portion of line between the section signal and the intermediate block home signal, both of which are operated from the same signal box
Token	any single line token, staff or tablet
Unworked points	catch or spring points EXCEPT catch points controlled from a signal box or ground frame
Level Crossing	any manned, automatic or open crossing shown in Table A of the Sectional Appendix
Manned Level Crossing	any of the following level crossings: — Operated locally by a Signalman or Crossing Keeper (LC) — Remotely controlled (RC) — CCTV monitored (CCTV) — Traincrew operated (TMO)
Automatic Level Crossing	any of the following level crossings: — Automatic half-barrier (AHB) — Automatic open crossing, remotely monitored (AOCR) — Automatic open crossing, locally monitored (AOCL) — Miniature red/green warning lights crossing (R/G)

The term:	means:
Station limits	the portion of line between the home signal and the section signal for the same line, worked from the same signal box. This does not apply on a Track Circuit Block Line
Intermediate block section	the portion of line between the section signal and the intermediate block home signal, both of which are operated from the same signal box
Token	any single line token, staff or tablet
Unwatched points	catch or spring points EXCEPT catch points controlled from a signal box or ground frame
Level Crossing	any manned, automatic or open crossing shown in Table A of the Sectional Appendix
Manned Level Crossing	any of the following level crossings: — Operated locally by a Signalman or Crossing Keeper (LC) — Remotely controlled (RC) — CCTV monitored (CCTV) — Traincrew operated (TMO)
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SECTION A. EMPLOYMENT AND DISCIPLINE

1. EMPLOYMENT

1.1 Hours of attendance

Each employee must be on duty at the time and place and during the hours required. He must notify his supervisor immediately if unable to report for duty because of illness and must subsequently provide any necessary medical certificates. He must not be absent from duty for any other reason nor exchange duties nor alter his hours of attendance without his supervisor's permission.

1.2 Intoxicating liquor or drugs

An employee must not report for duty under the influence of intoxicating liquor or any drug which might impair the proper performance of his duties nor consume such liquor or drug when on duty.

1.3 Supply of Rules, Regulations and Notices, etc.

1.3.1 Each supervisor must ensure that every employee under his control receives and signs for a copy of the Rules, Regulations, instructions and notices with which he is required to be supplied, together with the supplements and amendments when issued.

1.3.2 Each employee must look after any such publications with which he is supplied and produce them when required by his supervisor. Where specified in the publications concerned, he must have them with him when on duty. He must arrange for the replacement of any publication which is lost.

1.3.3 Each employee must ensure that the relevant amendments are received when issued and reprinted pages are inserted in the correct place in the publication concerned.

1.4 Observance of Rules, instructions, etc.

1.4.1 Each employee must observe the Rules, Regulations and instructions applicable to him and obey the instructions of those in authority where he is required to work. He must report any infringement of the Rules and Regulations to his supervisor.

1.4.2 Rules, Regulations and instructions are laid down by function and not by grade and apply to the employee performing that function irrespective of grade.

1.4.3 Rules, Regulations and instructions apply equally to women and juniors as to men and must be construed accordingly.

1.5 Safety

1.5.1 Safety must be the first consideration of each employee. He must not endanger himself or others and as far as possible must prevent others from doing so.

1.5.2 An employee must not go on or near any line nor cross the rails (except at a public level crossing) unless it is absolutely necessary in the course of his duties or he is using an authorised walking route to or from his place of work. Any employee disregarding this instruction acts outside his employment.

1.5.3 Before an employee starts any duties which require him to be on or near the line, he must have undergone training (and where necessary been certified competent) in the Rules, Regulations and instructions appropriate to his responsibilities and grade as laid down by his department. Additionally, he must have undergone such "refresher" training (or, where appropriate, re-certification) at the intervals laid down by his department.

Each supervisor must ensure that all employees under his control undertake the necessary training and "refresher" training and that the appropriate signed declaration is obtained from each employee whenever this training is completed. These declarations must be countersigned and retained in accordance with departmental instructions.

1.5.4 An employee must not operate any mechanical or electrical plant unless he has been passed as competent to do so.

1.6 General

Each employee must:

(*a*) undertake any required medical, eyesight or vocational examination

(*b*) join, subject to eligibility, the appropriate superannuation or pension fund

(*c*) notify his supervisor of any change of home address

1.7 Wearing of uniform and protective clothing, etc.

Each employee must be neat in appearance when on duty and wear the uniform, number, badge, protective clothing and equipment as required.

1.8 Dealing with the public

Each employee must be courteous and helpful when dealing with the public and must give his name if asked. He must not look after any luggage or other articles belonging to the public; these must be deposited in the appropriate place at a station.

1.9 Travelling in trains

1.9.1 Except when required in the course of his duties, an employee must not travel in any passenger train unless he is in possession of a valid ticket, pass or permit or on any train or part of any train which is not available for public use unless he is specifically authorised.

1.9.2 If a train is stopped by accident or other emergency, any employee travelling in the train must report to the traincrew and assist as necessary.

1.10 Care of Board's property

An employee must not appropriate to his own use, waste or damage any property of or in the possession of the Board. If required, he must make good any article provided by the Board which he damages or loses.

1.11 Unclaimed goods, money etc. to be handed over

Any lost or unclaimed luggage, goods, money or any other property found by an employee in or on the Board's premises (including in a railway vehicle) or in or on a road vehicle operated by or on behalf of the Board must be considered (as between the Board and the employee concerned) as having been left in the Board's possession and must immediately be handed over by him to his supervisor or the person in charge at the nearest station. The employee will not be deemed to have any right to or interest in such property.

1.12 Use of televisions, radios, electrical equipment etc.

An employee must not use a television, radio or similar equipment when on duty except where specifically authorised. Electrical equipment not belonging to the Board must not be coupled to the mains power supply on the Board's premises unless authorised.

1.13 Patenting of inventions and registration of designs

Each employee must observe the Board's regulations (obtainable from his supervisor) concerning the patenting of inventions and registration of designs made or discovered in the course of his employment or by means of facilities enjoyed in connection with his employment.

1.14 Protection of Board's interests

1.14.1 An employee must not, without the Board's consent, make or issue any statement likely to be made public and which may damage the Board's business.

1.14.2 An employee must not do any act nor take part in any action which might lead to disruption of work or damage to the Board's business.

1.15 Leaving railway employment

An employee must not leave railway employment without giving the notice required by the terms of his employment. He must also return any uniform, publications and other articles belonging to the Board. The cost of replacing missing items or repairing damaged items will be a debt due from him to the Board and, subject to the provisions of the Wages Act, may be deducted from his pay then due. If such pay is insufficient to meet the amount claimed, this will become a debt recoverable at law.

2. DISCIPLINE

2.1 Disciplinary procedure

In accordance with the agreed disciplinary procedure, the Board may suspend an employee from duty during investigations prior to a hearing where he can state his case, after which the Board may dismiss him without notice or suspend him from duty as a disciplinary measure and/or reduce him in grade and/or transfer him to another post or station (which may involve a reduction in grade) and/or suspend or curtail his travel facilities in any of the following circumstances:

(*a*) being on duty under the influence of intoxicating liquor or drugs which might impair the proper performance of his duties or consuming such when on duty

(*b*) disobeying instructions
(*c*) misconduct or negligence
(*d*) serious insubordination
(*e*) violent behaviour
(*f*) absence from duty without leave
(*g*) arrest or summons on a charge of theft at the instance of the civil or British Transport Police
(*h*) conviction in a court of law for a criminal offence which indicates unsuitability for further railway employment
(*i*) cash irregularities
(*j*) disregarding the Rules, Regulations and instructions especially those involving safety of the public, other employees or himself
(*k*) repeated committing of minor offences
(*l*) misuse of travel facilities
(*m*) failure to produce satisfactory references
(*n*) persistent failure to perform duties satisfactorily

2.2 **Dismissal or suspension**

Any employee so dismissed forfeits any right to notice and to wages for any period after dismissal. Any employee suspended from duty as a disciplinary measure forfeits any right to wages for the period of suspension.

(b) disobeying instructions
(c) misconduct or negligence
(d) serious insubordination
(e) violent behaviour
(f) absence from duty without leave
(g) arrest or summons on a charge of theft at the instance of the civil or British Transport Police
(h) conviction in a court of law for a criminal offence which indicates unsuitability for further railway employment
(i) cash irregularities
(j) disregarding the Rules, Regulations and instructions especially those involving safety of the public, other employees or himself
(k) repeated committing of minor offences
(l) misuse of travel facilities
(m) failure to produce satisfactory references
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2.2 Dismissal or suspension

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SECTION B. DUTIES OF EMPLOYEES ON OR NEAR THE LINE

SECTION B. PART I — GENERAL

1. PRINCIPLE

Safety must be the first consideration of each employee. He must do everything possible to ensure the safety of trains, the public, other employees and himself. He must also make every effort to ensure that trains run punctually and prevent avoidable delay.

2. SAFETY OF TRAINS

2.1 If trains are endangered

2.1.1 Each employee must when practicable observe any passing train for signs of anything unsafe such as a door not properly closed, the load not properly secured, a vehicle on fire, a hot axle box, the tail lamp missing or the Train in Distress signal (a continuous series of long blasts on the horn).

2.1.2 He must immediately inform the nearest Signalman or person in charge if he becomes aware of anything unsafe affecting a passing train. Unless he can remove the hazard quickly without endangering himself, he must similarly report anything unsafe which may affect approaching trains such as:

(*a*) damage or defect affecting the track

(*b*) a fire, flood or obstruction

(*c*) a cow, bull or other large animal within the boundary fence **(whether or not it is immediately endangering trains)**

(*d*) any other animals on or near the line

(*e*) any light which is out at a Warning Board, Speed Indicator or Emergency Indicator

He must also take any other necessary action such as stopping trains or calling emergency services.

2.2 Stopping trains in emergency

2.2.1 If it is necessary to stop an approaching train, a red flag or red light must be exhibited so that it will be clearly seen by the Driver. If possible, it must be at least $1\frac{1}{4}$ miles (or 2km) from the obstruction to enable the train to stop. If a red flag or red light is not available, both arms must be raised above the head

during daylight or a light of any colour waved violently during darkness.

2.2.2 If available, a track circuit operating clip must be placed on each obstructed line.

2.2.3 If available, three detonators, 20 yards (or 20 metres) apart, must also be placed on the line $1\frac{1}{4}$ miles (or 2km) from the obstruction, but if a train approaches, these should immediately be placed on the line.

2.3 Reporting an accident or calling emergency services

An accident must be reported as quickly as possible to the Signalman, the Area Manager and Operations Control. The person reporting an accident must:

(*a*) give his name, grade and location from where he is speaking

(*b*) give the exact location and details of the accident and which line(s) is or may be blocked

(*c*) say whether Police, Fire or Ambulance or other emergency services are or may be needed.

The person calling emergency services must call **each** service which is or may be needed and give the exact location and details of the accident. If there is any doubt as to the extent of casualties, all emergency services must be called.

2.4 Fires

2.4.1 Any fire on or near the line (except when controlled burning is taking place) must be extinguished immediately. The assistance of other employees and, if necessary, the Fire Service must be obtained. Lineside fires must be reported to the Permanent Way Supervisor.

2.4.2 Any fire on a moving train can spread rapidly and must be extinguished immediately and completely. If there is any doubt whether it can be extinguished in a few seconds, the train must be stopped but where possible not on a viaduct or in a tunnel or other unsuitable place.

2.5 Messages concerning safety

2.5.1 Messages concerning train movements or safety of the line must be properly understood by both parties whether by radio, telephone or face to face.

2.5.2 The person giving the message must:

(*a*) identify himself and ensure he is speaking to the correct person

(*b*) say from where he is speaking when using radio or telephone

(*c*) ensure that the message is repeated back and fully understood before finishing the conversation

2.5.3 The person receiving the message must:

(*a*) identify himself and establish the identity and, when using radio or telephone, the location of the caller

(*b*) repeat the message to the caller and ensure he clearly understands it

2.5.4 The phrase "not clear" must not be used in a message intended to mean that a line is blocked. The message must be given positively by using the phrase ". . . . . line blocked".

2.5.5 Instructions to pass a signal at Danger must be given in accordance with Section D. Other instructions from the Signalman to the Driver must be communicated directly or via the Guard, Pilotman, Handsignalman or employee not below the grade of Senior Railman. If this cannot be arranged, the Signalman must arrange for the Driver or Guard to come to the telephone.

2.5.6 Where fixed radio equipment is provided on the train but the Signalman does not have facilities to call the Driver, he must if practicable avoid sending messages via a third party and instead arrange for the Driver concerned to call him.

2.5.7 The word "over" must be used at the end of each message given by radio except for the message concluding the conversation, in which case "out" must be used.

3. SAFETY OF EMPLOYEES ON OR NEAR THE LINE

3.1 When employees are on or near the line

3.1.1 An employee must not go on or near any line nor cross the rails (except at a public level crossing) unless it is absolutely necessary in the course of his duties or he is using an authorised walking route to or from his place of work.

3.1.2 An employee must not go on or near any line unless he is aware of the permitted speed of trains and the direction(s) in which they may approach on each line, or lookout protection is provided.

3.1.3 An employee must not go on or near any electrified line unless he is conversant with the appropriate instructions laid down for the safety of employees on or near the electrified line concerned.

3.1.4 When on or near the line, an employee must:

(*a*) wear the high visibility clothing provided (which must be clean)

(*b*) be alert for approaching trains or movements (even when a signal exhibits a Danger aspect or level crossing barriers are raised)

(*c*) not wear or use anything which may interfere with the ability to see or hear approaching trains (unless special arrangements have been made)

(*d*) when possible, face the direction from which trains normally approach, but beware of trains in either direction on a single or bi-directional line, or on any line during shunting, Single Line Working or an emergency

(*e*) as far as possible keep to the "cess" at the side of all lines and avoid being on or between any lines

(*f*) take extra care in noisy areas and during high winds or darkness or poor visibility

(*g*) whenever possible, cross the line by means of a bridge or subway but where neither is available, by means of a barrow or foot crossing where provided (any warning indications must be observed)

(*h*) look both ways before crossing the line or crossing from one line to another and take extra care when stepping out from behind a vehicle or a structure close to the line

(*i*) when crossing the line, step over and not on the rails

(*j*) avoid crossing the line in front of any moving train or vehicle unless absolutely necessary

(*k*) not go under any stationary vehicle or cross the line within 50 feet (or 15 metres) of stationary vehicles unless there is clearly no possibility of them moving

3.1.5 When walking along or near the line where an authorised walking route is available, an employee must observe the provisions of this clause 3 but he must keep to the walking route.

3.2 When a train approaches

3.2.1 When a train approaches, any employee on or near the line must:

(*a*) immediately move clear of all lines unless he is clearly in a position of safety and in no danger from another train approaching unnoticed

(*b*) acknowledge the audible warning from the train by raising an arm above the head

(*c*) before the train passes, lower to the ground any equipment being carried on the shoulder

(*d*) remain in a position of safety until the train has passed and he can see that no train is approaching on another line

3.2.2 When hearing a train approach, an employee must not assume it is on the normal line but must check on which line it is approaching. The Driver of a train making an unsignalled movement in the wrong direction is required to frequently give a series of short blasts on the warning horn.

3.3 Position of safety

3.3.1 A position of safety is one which allows a clearance of at least 6 feet 6 inches (or 2 metres) between any person and the nearest rail of any line on which a train is approaching — or at least 4 feet (or 1.25 metres) where permissible speed is 100 m.p.h. or less.

3.3.2 If an employee is caught between adjacent lines on both of which a train is approaching and he is unable to reach a position of safety, he must immediately lie down in the space between the running lines at a place which is not obstructed.

3.4 Train operated warning systems

3.4.1 An employee on or near the line where a train operated warning system is provided (as shown in the Sectional Appendix) must whenever practicable make use of the system. He must first switch on the system or, if it is already switched on, reach a clear understanding with those already using it.

3.4.2 An intermittent "safe" noise, given at 2–7 second intervals, means that no train is approaching. When a train approaches, a continuous "warning" noise is given and each employee must immediately go to a position of safety and remain there until the intermittent "safe" noise is clearly heard.

3.4.3 When no noise is given, this means that the system (if switched on) has failed or that it has inadvertently been switched off. An employee must not then go or remain on or near the line in the controlled area until proper arrangements can be made for his safety. When necessary to move clear of the area because the system has ceased to emit any noise, each employee must do so quickly by the safest means, keeping alert for approaching trains. Any failure must be reported to the S & T Technician.

3.4.4 The system must not be relied upon if one line is continuously occupied by a train. If the continuous "warning" noise continues sounding and a train does not approach within a reasonable time, each employee must move clear of the area as shown in the above clause.

3.4.5 The normal warning period will not be given when a train approaches in a direction for which a signal is not provided or is required to pass a signal at Danger.

3.4.6 When leaving the controlled area, the employee must switch off the system unless others remain in the area, in which case he must tell them he is leaving, but leave the system switched on.

3.5 Limited clearances

3.5.1 Care must be taken where there is limited clearance between the line on which trains or movements may approach and other lines or adjacent structures. Limited clearance may be indicated by:

(*a*) a red and white chequered board with the words "Warning — Limited Clearance" **or**

(*b*) where permissible speed exceeds 100 m.p.h., a blue and white chequered board with the words "Warning — No Refuges". This means that adequate clearances or refuges exist only on the opposite side of the line.

3.5.2 When moving clear of an approaching train, an employee must avoid standing where there is limited clearance; when walking past structures he must ensure that his exit is clear.

3.5.3 When in a tunnel, an employee must at all times pay attention to the location of the nearest refuge and the clearances available. If unable to reach a refuge when a train approaches, he must lie down in the space between the running lines or between the line and the tunnel wall according to which is safer.

3.6 Clearances at converging points

An employee must take care to ensure that there is sufficient clearance for his safety when alongside vehicles near converging points.

3.7 Getting on or off moving vehicles

An employee must not get off a moving vehicle. Unless it is absolutely necessary and then only provided it is safe to do so, an employee must not get on a moving vehicle.

3.8 Riding on steps, etc

An employee must not ride on a step of a locomotive or vehicle, nor on a brake stick or shunting pole, but the Shunter may ride on the platform specially provided on a shunting locomotive.

4. SAFETY OF EMPLOYEES WHEN WORKING ON OR NEAR THE LINE

4.1 Before work starts

4.1.1 Before any work is started on or near the line, the person in charge of the work must, in accordance with Section P, decide whether lookout protection is necessary. Where a train operated warning system is available, he must also arrange for this to be used whenever practicable.

4.1.2 Before any work is started on the outside of vehicles on a line adjacent to a running line, lookout protection must be provided when the work is to be done on the side nearer to the running line if the distance between the two lines is less than 10 feet (or 3 metres). This does not apply to work other than maintenance provided the employee concerned can look up sufficiently frequently to ensure that there is sufficient warning of the approach of trains to enable him to reach a position of safety.

4.2 When lookout protection is necessary

4.2.1 An employee must not start work until:

(*a*) he has been told by the person in charge that it is safe to start work

(*b*) he clearly understands the means by which the Lookoutman will give warning and the position of safety to which he must go when warning is given

4.2.2 When the Lookoutman gives warning, each employee being protected must immediately go to the position of safety and acknowledge the warning by raising an arm above the head. He must remain in the position of safety until the person in charge indicates that work can safely be restarted.

4.2.3 The Lookoutman must not be distracted. If, for any reason, the Lookoutman can no longer be seen, each employee being protected must immediately go to the position of safety and the person in charge must be informed.

4.3 When lookout protection is necessary but cannot be provided

4.3.1 When lookout protection is necessary but cannot be provided, work must not be undertaken on or near the line unless:

(*a*) the Signalman has called for staff to work on or near the line and the person in charge of the work has obtained the Signalman's assurance that the running of trains has been stopped on the line or lines concerned **or**

(*b*) an employee requires to work on the outside of a train which is stopped on a running line because of a failure or exceptional incident and he has obtained the Signalman's assurance that the running of trains has been stopped on the adjacent line

If necessary, the person concerned must wait until the Signalman has found a suitable time for the running of trains to be stopped and then obtain this assurance.

4.3.2 The person concerned and the Signalman must reach a clear understanding as to which line(s) is closed to traffic and whether any other line(s) remains open.

4.3.3 The person concerned must inform the Signalman when the running of trains may be resumed.

4.4 When lookout protection is not necessary

4.4.1 Each employee working on or near the line without lookout protection is responsible for his own safety. He must look up sufficiently frequently to ensure that there is sufficient warning of the approach of trains to enable him to reach a position of safety.

4.4.2 He must observe the provisions of clause 3 but when a train approaches, he must also warn any other person nearby.

He must **not**, however, rely on being warned of an approaching train by another person.

4.4.3 No-one, other than a properly appointed Lookoutman, is authorised to "look out" for others nor must an employee rely on such an arrangement.

5. GENERAL DUTIES OF EMPLOYEES ON OR NEAR THE LINE

5.1 Travelling in trains, driving cabs, brake compartments or brakevans

5.1.1 No-one, other than an employee acting in the course of his duties, is permitted to travel in a train, driving cab, brake compartment or brakevan except as follows:

In driving cabs:

—the holder of a cab pass in accordance with the conditions shown on the pass

—the Shunter during shunting operations

—traincrew travelling on duty, but only when a suitable passenger train is not available

In brake compartments or brakevans:

—the holder of an authority valid in brake compartments or brakevans

—traincrew travelling on duty, but not in a brakevan on a parcels train unless the Guard is riding in that van

In passenger trains:

—the holder of a valid ticket, pass or permit (a disabled person in a wheel-chair and, on an overcrowded train, other holders of a valid ticket, pass or permit may travel in the brakevan of a passenger train)

5.1.2 When authorised by the Area Manager, a member of his staff may in emergency travel in a driving cab, brakevan or passenger train within the area concerned and between adjoining stations.

5.1.3 Not more than four people (including the Driver) are permitted in the cab from which the locomotive or train is being driven unless specially authorised by a person in possession of a cab pass endorsed "Authorised to Instruct". He must be present throughout.

5.1.4 An employee travelling in the driving cab must avoid distracting the Driver from the proper performance of his duties

and, as far as practicable, must assist him in keeping a good look-out.

5.2 Traction units not to be moved by unauthorised person

A traction unit must only be moved under its own power by a person who has been passed as competent to drive the type of vehicle concerned or by an authorised person under the direct supervision of an instructor or Driver.

5.3 Supply and use of detonators

5.3.1 Detonators must be handled carefully.

5.3.2 Detonators must be fastened in the centre of the rail by bending the clips under the upper flange of the rail. The person placing detonators must avoid standing where there is risk of injury by flying fragments and must warn others nearby to stay at least 30 yards (or 30 metres) away.

5.3.3 Each employee to whom detonators are issued is responsible for their safe-keeping and replenishing his supply. Detonators consigned by passenger train must be handed to the Guard.

5.3.4 Detonators showing signs of rust, damage or decay (and any remaining detonators in the same packet) and detonators over five years old must be returned to the issuing point immediately. The month and year of manufacture are shown on each detonator. Detonators (except those in sealed containers in driving cabs) must be examined during the first week of September.

5.3.5 If a detonator fails to explode or flying fragments cause injury, the detonator or fragments and any remaining detonators in the same packet must be returned to the issuing point immediately with a report of the circumstances.

5.3.6 The Signalman must be immediately informed if any detonators have been exploded or are missing or displaced in a detonator placer.

5.4 Track circuit operating clips

5.4.1 When firmly applied to the top of each running rail, a track circuit operating clip operates track circuits and gives an immediate means of protecting an obstruction on a track circuited line. These must be used when necessary to carry out protection. The clip must be applied first to the rail further

from the conductor rail (where provided). They must not be used on any line electrified by the fourth rail system.

5.4.2 The use of clips does not replace or reduce the urgency of any other protection required.

5.4.3 Clips must not be removed from the line until normal working can be resumed or other protection has been given. The Signalman must be told when the clip has been removed. Used clips must be taken out of use.

5.5 Handsignals

5.5.1 During daylight when visibility is good, handsignals must be given by means of a flag or, if authorised, by the raising or movement of arms. During darkness, fog or falling snow, and during daylight when visibility is poor, all handsignals must be given by means of a handlamp.

5.5.2 Each handsignal must be given clearly and prominently but care must be taken to ensure that it is acted upon only by the person for whom it is intended. The flag or lamp must be held **steadily** (unless otherwise shown) and not placed on the ground or elsewhere except when it indicates an obstruction, or a vehicle(s) which must not be moved, or points which have been secured for Single Line Working.

5.5.3 **Care must be taken to ensure that a handsignal does not inadvertently conflict with the Danger aspect of any stop signal nearby and mislead a Driver into passing the signal at Danger without authority.**

5.6 Hand Danger signals

5.6.1 A red handsignal indicates "Danger — Stop" and, except as authorised in connection with the testing of the automatic brake, this handsignal must only be used when necessary to stop a train or movement.

5.6.2 When a red flag is not available, a hand Danger signal may be given by raising both arms above the head or, when riding in a vehicle, by moving either arm up and down. When a red light is not available, a hand Danger signal may be given by waving any light violently.

5.6.3 The train or movement must be stopped immediately whenever a hand Danger signal is exhibited which is applicable to it.

5.7 Signal post replacement switches

Where provided, a signal post replacement switch may be used as shown in the Rules and Regulations to place or maintain an automatic or semi-automatic signal at Danger. The switch must be turned to the required position by means of a key specially provided.

5.8 Securing of points

5.8.1 When points are to be secured for the safety of movements, the following arrangements must be made (unless otherwise shown):

(*a*) switch diamonds and swing nose crossings must be secured by clip and scotch for movements in either direction

(*b*) other points must be secured by clip for movements in the facing direction and, where practicable, by scotch for movements in either direction

5.8.2 The Civil Engineering Department must supply the necessary staff when points are to be secured in connection with engineering work or, if staff are available, Single Line Working.

5.8.3 When points are installed on a running line but are not immediately connected to the signal box or ground frame or when points on a running line are taken out of use but not immediately removed, they must be secured out of use as shown in the General Appendix. Rules and instructions concerning movements over points do not apply to such points.

5.9 Road traffic signals at level crossings

No employee is permitted to authorise road users to disregard road traffic signals at a level crossing.

5.10 Defective vehicles

5.10.1 An M. & E.E. Department employee who considers that a vehicle needs repairs must place the appropriate label on both sides of the vehicle as shown in departmental instructions (BR 11819). If the vehicle is not safe to travel, he must also tell the Guard, Driver of a Driver Only train, Shunter or person in charge as appropriate.

5.10.2 If an employee, other than an authorised M. & E.E. Department employee, obscures or removes a "Not to Go" or a repair label, he is liable to prosecution.

RULE BOOK, SECTION B, PART 1

ADD:-

5.12 Employees getting in or out of passenger vehicles not in service

When getting in or out of a passenger vehicle which is not in service, an employee must ensure that the doors are left correctly closed. On a vehicle with power operated doors, he must not operate any release except those provided for use by traincrew. Internal or external emergency release handles must not be used for this purpose.

AMEND:-

7.4.2 Delete existing instruction and substitute:-

7.4.2 When starting a train worked by a Guard, the person in charge of the platform must give the Guard a handsignal to indicate when station work is complete, all slam doors are properly closed and, where it can be observed, the signal (where provided) is cleared. This handsignal must be given by raising one arm above the head or, at night if the use of a handlamp is necessary by a white light held steadily above the head.

On a train with power operated doors, this handsignal must be given to the Guard as shown above when the doors are ready for closing and must be repeated when the doors are closed and the person in charge of the platform has checked that the doors are not obstructed, no-one is trapped by clothing, etc, and it is safe to start.

AMEND:-

7.4.5 Delete existing instruction and substitute:-

7.4.5 When starting a D.O. train, the person in charge of the platform must give the Driver the prescribed 'Ready to Start' handsignal or use the 'Ready to Start' indicator (where provided) to indicate that all is in order, the signal (where provided) is cleared and it is safe to start.

On a train with power operated doors, he must first give the Driver a handsignal (as shown in clause 7.4.2) to indicate that the doors are ready for closing or he must use the 'Close Doors' indicator where provided. When the doors are closed and the person in charge of the platform has checked that they are not obstructed, no-one is trapped by clothing, etc, and it is safe to start, he must then give the prescribed 'Ready to Start' handsignal to the Driver or use the 'Ready to Start' indicator (where provided).

5.11 Trespassers

5.11.1 Apart from an employee in the course of his duties or using an authorised route to go to or from his place of work, or a person in possession of an authority permitting him to be on the railway at the location concerned, any person on the railway must be considered as a trespasser.

5.11.2 A trespasser must be asked to give his name and address, told to leave railway premises and warned not to trespass again. The circumstances must be reported. If he refuses to leave, the Police must be called. The Police should also be informed when there is persistent trespass or damage to railway premises.

6. GENERAL DUTIES OF EMPLOYEES WHEN WORKING ON OR NEAR THE LINE

6.1 Work affecting the safety of the line

An employee must not start work which may affect the safety of the line, nor use a crane or other mechanical equipment which may foul or obstruct the line, nor place a hand trolley on the line until he is authorised to do so by the person in charge of the work who must first ensure that the appropriate provisions of Sections S and T have been observed.

6.2 Work on or near the line

6.2.1 Tools and materials must be left clear of the line and not within 2 feet 2 inches (or 65 cms) of the rails unless below rail level; but shovels or lightweight tools or materials must not be left within 6 feet (or 1.75 metres) of the rails during the passage of a train.

6.2.2 When working on or near the line, an employee must as far as possible ensure that:

(*a*) tools or materials are not left where they obstruct refuges, recesses, walkways or walking routes

(*b*) ballast or other materials are not allowed to accumulate to obstruct or interfere with signalling or level crossing equipment

(*c*) cables are not interfered with and flammable materials are not allowed to accumulate near cable runs

(*d*) warning notices concerning high voltage cables and markers indicating cables are not obstructed and fire breaks under cable routes are kept clear

(*e*) barriers or gates at user-worked crossings are lowered or closed and any irregularity in this respect is reported

(*f*) lineside fencing is in good repair, any damage or defect is made good and details reported to the Permanent Way Supervisor

(*g*) materials which may readily be placed on the line to form an obstruction are not left on the lineside when work is finished

6.3 Work on or near points

6.3.1 If an employee is required to work on or near points and injury may be caused by the operation of the points, he must, before starting such work:

(*a*) advise and agree with the Signalman which points will be affected and how long is required

(*b*) arrange for those points to be operated to the required position

(*c*) secure the points by scotch to prevent movement (in the case of power operated points, the S & T Technician may instead isolate the points)

6.3.2 During the work, trains may be signalled normally over the route for which the points are set.

6.3.3 The work must be completed or stopped by the agreed time in order to avoid delay to other trains. The scotches must be removed (or the isolation of the points restored) and the Signalman so advised.

6.4 Work with Engineer's trains or hand trolleys

An employee must not get on or off a moving vehicle. He must not remain in a vehicle which is to be moved unless he can do so without risk of being thrown over or falling off. He must not ride on a hand trolley.

6.5 Patrolling duties

When carrying out patrolling duties, a Civil Engineering Department employee must have with him six detonators, a red flag and, on a track circuited line, a track circuit operating clip. He must make an inspection in the manner laid down by that department and must use all telephones at any unmanned level crossing to ascertain whether they are in working order.

7. GENERAL DUTIES OF EMPLOYEES AT PASSENGER STATIONS

7.1 Passengers and parcels to be clear of platform edge

Station equipment, parcels, luggage and push-chairs, etc, must not be left within 6 feet (or 1.75 metres) of the platform edge. When a train is about to pass without stopping, passengers must whenever possible be told to stand well clear of the platform edge. Where a warning line is provided, passengers must if necessary be reminded to keep behind the line when they are waiting for a train to arrive.

7.2 Trolleys and station equipment, etc to be secured

When unattended, trolleys and mobile station equipment must be secured in accordance with the relevant instructions and any keys must be removed. Any passenger with a push-chair etc must, if practicable, be advised to ensure that it will be properly secured or firmly held (irrespective of the distance from the platform edge) when a train approaches or passes without stopping.

7.3 Passengers getting in or out of trains

7.3.1 An employee must not open a door to allow a passenger to get in or out of a moving train and must warn any passenger attempting to do so.

7.3.2 If a train stops with some coaches not at the platform, any passengers affected must immediately be warned not to get out. They must be asked to move along the train where possible or wait until the train has been moved.

7.4 Starting a train from a platform

7.4.1 A passenger train must not leave a station before the advertised time.

7.4.2 The person in charge of the platform must give a handsignal to the Guard to indicate when the station work is complete, that all doors are properly closed, and, where practicable, that the signal (where provided) is cleared. By day this handsignal must be given by raising one arm above the head and at night, if the use of a handlamp is necessary, by a white light held steadily above the head.

7.4.3 Where a "Ready to Start" indicator is provided, it must be used to convey the Guard's "Ready to Start" signal to the Driver unless the Guard is able to give the signal by means of bell/buzzer communication.

7.4.4 Where a "Ready to Start" indicator is not provided and the Driver cannot see the Guard's "Ready to Start" handsignal, the person in charge of the platform must, after ensuring that the "Ready to Start" signal has been given, handsignal to the Driver accordingly.

7.4.5 The person in charge of the platform must give the Driver of a Driver Only train the prescribed "Ready to Start" signal after ensuring that all is in order and that the signal (where provided) is cleared.

SECTION B. PART II
DUTIES OF EMPLOYEES APPOINTED TO ACT AS HANDSIGNALMEN OR POINTS OPERATORS

8. DUTIES OF HANDSIGNALMEN

8.1 Competence

An employee appointed to act as a Handsignalman must have been passed as competent by the Operations or Civil Engineering Departments.

8.2 Equipment

The Handsignalman must have with him:

(*a*) a red, a yellow and a green flag

(*b*) a handlamp capable of showing a red light, a yellow light and a green light

(*c*) sufficient detonators

(*d*) clips and scotches } if necessary

(*e*) a signal post replacement key }

8.3 Positioning of Handsignalman

8.3.1 The Handsignalman must position himself as directed by the person shown below:

Circumstances of appointment	Person positioning Handsignalman
Defective or disconnected signal	Signalman
Single Line Working	Pilotman
Protection of hand trolley	Person in charge of work
Protection of engineering work on line not under Absolute Possession	Person in charge of work
Emergency speed restriction	Person in charge of work
Protection of line blocked by an Absolute Possession	Person in Charge of Possession (PICOP)
Protection of line which may be fouled by a crane or other mechanical equipment	Operations Dept. Supervisor

8.3.2 The Handsignalman must remain in position until withdrawn by the person shown above (or his relief) or until the Handsignalman is himself relieved.

8.3.3 When at a signal or signal box, the Handsignalman must report his arrival to the Signalman.

8.4 Positioning of detonators

Detonators must be placed (in accordance with this clause 8) sufficiently far from the Handsignalman to ensure that the Driver has time to observe the handsignal after they explode. Where the Handsignalman is positioned at a signal **which is being maintained at Danger**, the detonators must be placed at the signal.

8.5 Duties when appointed in connection with a defective or disconnected signal

8.5.1 The Handsignalman must position himself at the signal at which he is appointed or at the place it normally occupies.

8.5.2 When appointed at a stop signal, the Handsignalman must exhibit a hand Danger signal to the Driver of each approaching train until the train has stopped and maintain one detonator on the line to which the signal applies. He must ensure that the route over which a train is to pass is correctly set and that the points specified by the Signalman are secured. He must give an assurance to the Signalman when this has been done.

After the Signalman's permission has been obtained for the train to proceed, the Handsignalman must:

(*a*) give the Driver the necessary instructions

(*b*) remove the detonator from the rail

(*c*) exhibit a yellow handsignal

If, however, the Signalman gives permission for the train to proceed before it approaches the Handsignalman **and** the Signalman confirms that the necessary instructions have **already** been given to the Driver, the train need not be stopped. The Handsignalman must remove the detonator from the rail and exhibit a yellow handsignal.

8.5.3 When appointed at a signal which cannot normally display a Danger aspect/indication, the Handsignalman must maintain one detonator on the line concerned and exhibit a yellow handsignal to each approaching train.

8.5.4 When employees are appointed to assist the Handsignalman with the clipping of points, he must instruct them to act only

on his instructions. The Handsignalman remains responsible for carrying out the Signalman's instructions and for all communication with him.

8.6 Duties when appointed in connection with Single Line Working

8.6.1 When positioned opposite a signal where trains may be required to stop, the Handsignalman must maintain one detonator on the line which is being used for Single Line Working and exhibit a hand Danger signal to each train approaching on that line in the direction concerned until the train has stopped.

After the Signalman's permission has been obtained for the train to proceed, the Handsignalman must:

(*a*) give the Driver the necessary instructions

(*b*) remove the detonator from the rail

(*c*) exhibit a yellow handsignal

If, however, the Signalman gives permission for the train to proceed before it approaches the Handsignalman **and** the Signalman confirms that the necessary instructions have **already** been given to the Driver, the train need not be stopped. The Handsignalman must remove the detonator from the rail and exhibit a yellow handsignal. This does not apply where trains are required to draw forward and then set back through a crossover in order to return to the right line. In such circumstances, trains must always be stopped and the Driver reminded as to what is required before permission is given to draw forward.

8.6.2 If he can safely do so, the Handsignalman must withdraw the protection if a train approaches in the opposite direction. He must reinstate the protection immediately after the train has passed clear.

8.6.3 Where there are more than two Track Circuit Block running lines and all lines in one direction are blocked, Single Line Working may be introduced over one of the unobstructed lines. In such circumstances, the Handsignalman must position himself as directed by the Pilotman and observe the provisions of this clause 8.6 except that a detonator must be maintained on the line in **each** direction on the approach to the portion of line over which conflicting movements may take place. After the Signalman's permission has been obtained for the train to proceed, the **appropriate** detonator must be removed from the rail.

8.7 Duties when appointed in connection with the protection of a hand trolley, or engineering work, or a line which may be fouled by cranes or other mechanical equipment

8.7.1 When in the signal box or at a signal which can be controlled to Danger from the signal box, the Handsignalman must obtain the Signalman's assurance that the signal(s) will be maintained at Danger until the line is safe for trains to pass. When in the signal box, he must countersign the Signalman's entries in the Train Register and remain there as a reminder to the Signalman.

8.7.2 When at a signal equipped with a signal post replacement switch, the Handsignalman must, after obtaining the Signalman's permission, operate the signal to Danger and tell the Signalman when he has done so. The signal must be maintained at Danger until the line is safe for trains to pass. The Signalman's permission must then be obtained before the signal is restored to automatic working.

8.7.3 Except when positioned in a signal box, each Handsignalman must maintain three detonators, 20 yards (or 20 metres) apart, on the line(s) concerned and exhibit a hand Danger signal to any train approaching on that line. This protection must be maintained until the line is safe for trains to pass. If the detonators are exploded for any reason, the protection must be reinstated immediately. If he can safely do so, the Handsignalman must withdraw the protection when a junction signal is cleared for an unaffected route. He must reinstate the protection immediately the signal is replaced to Danger.

8.8 Duties when appointed in connection with an Engineer's Absolute Possession of the line

The Handsignalman must maintain three detonators, 20 yards (or 20 metres) apart, on the line concerned and exhibit a hand Danger signal to any train approaching the detonators from either direction. He must not allow any train to pass the detonators without authority from the PICOP and must reinstate the protection as soon as a train has passed.

8.9 Duties when appointed in connection with an emergency speed restriction

8.9.1 The Handsignalman at the warning point must place two detonators, 1 yard (or 1 metre) apart, on the line concerned and exhibit a yellow handsignal waved slowly from side to side to each train approaching the restriction.

If he can safely do so, the Handsignalman must withdraw the detonators when:

(*a*) a junction signal is cleared for an unaffected route **or**

(*b*) a train approaches from the direction of the restriction

The detonators must be replaced immediately the junction signal is replaced to Danger or after the train has passed clear, as appropriate.

8.9.2 The Handsignalman at the beginning of the restriction must exhibit a yellow handsignal. The Handsignalman at the end must exhibit a green handsignal waved slowly from side to side.

Where the restriction is so short in length that only one Handsignalman is appointed, he must stand where the restriction ends and exhibit a yellow handsignal until the train is close to him and then exhibit a green handsignal waved slowly from side to side.

8.9.3 The Handsignalman must ensure that his handsignal does not conflict with the Danger aspect of any stop signal nearby which is applicable to the line concerned. When such signal exhibits a Danger aspect, the Handsignalman must exhibit a hand Danger signal at the signal. When the signal is cleared, he may then exhibit the appropriate handsignal in connection with the restriction.

9. DUTIES OF POINTS OPERATORS

9.1 Competence

An employee appointed to manually operate defective power operated points must have been passed as competent to operate the type of points concerned. If qualified, he may also act as Handsignalman.

9.2 General duties

9.2.1 The person concerned must:

(*a*) obtain and subsequently return the necessary point handle/key

(*b*) report to the Signalman his arrival at the points

(*c*) act only in accordance with the Signalman's instructions and after complying with each instruction, so inform the Signalman

(*d*) not restore the points to power operation until specifically authorised to do so

9.2.2 Where, however, a Handsignalman is also appointed, he will give the Signalman's instructions to the Points Operator; the Handsignalman is also responsible for all communication with the Signalman.

SECTION C. SIGNALS

1. PRINCIPLE

1.1 The aspect/indication of each signal must be obeyed by the Driver of the train or movement to which it applies.

1.2 Signalmen must be conversant with the duties of Drivers in this Section C. Guards and Shunters must also be conversant with these duties and, when controlling a movement by handsignals or other means, must obey the aspect/indication of each signal which applies to the movement.

2. DEFINITIONS

2.1 Colour light signals

These comprise:

—distant signals (i.e. signals which cannot display a red aspect)

—stop signals (i.e. signals capable of displaying a red aspect)

—position light signals

2.2 Semaphore signals

These comprise:

—distant signals

—stop signals

—subsidiary signals (calling-on or shunt ahead)

—shunting signals

2.3 Controlled signals

These are operated from a signal box or ground frame. Some may be identified by a signal post plate showing the signal number.

2.4 Automatic signals

These are operated by the passage of trains. They are identified by a white signal post plate with a horizontal black stripe. The signal number may be shown on the plate.

2.5 Semi-automatic signals

These are operated by the passage of trains but can also be operated from a signal box or ground frame. They are identified by a white signal post plate with a horizontal black stripe and the word 'SEMI' above the stripe. The signal number may be shown on the plate.

2.6 Intermediate block signals

These are normally operated from the signal box in rear. They are identified by a white signal post plate with a vertical black stripe. The signal number may be shown on the plate.

3. DUTIES OF DRIVERS—OBSERVANCE OF COLOUR LIGHT SIGNALS

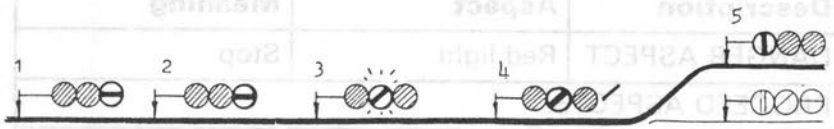
3.1 Main Aspects

3.1.1 The Driver must understand the meaning of main aspects as follows:

Description	Aspect	Meaning
DANGER ASPECT	Red light	Stop
PROCEED ASPECTS:		
— CAUTION	One yellow light	Be prepared to stop at the next signal
— PRELIMINARY CAUTION	Two yellow lights (vertically displayed) OR One flashing yellow light	Be prepared to find the next signal exhibiting one yellow light (or caution indication if it is a semaphore signal) Be prepared to find the next signal exhibiting one yellow light **with junction indication for highest speed diverging route**
— INDICATION OF DIVERGING ROUTE AHEAD OF **NEXT BUT ONE SIGNAL**	Two flashing yellow lights (vertically displayed)	Next signal exhibiting one flashing yellow light
— CLEAR	Green light	Next signal exhibiting a proceed aspect

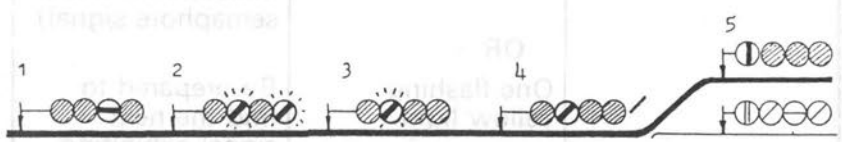
3.1.2 Where flashing yellow aspects are provided, the following aspect sequence is given:

3-aspect signalling:



No.1 (green)	No. 2 (green)	No. 3 (flashing single yellow)	No. 4 (steady single yellow with junction indication)

4-aspect signalling:



No. 1 (green)	No. 2 (flashing double yellow)	No. 3 (flashing single yellow)	No. 4 (steady single yellow with junction indication)

NOTE: If the train is between signals 2 and 3 when signal 4 is cleared for the diverging route, signal 3 may then exhibit one flashing yellow aspect even though a steady aspect has been exhibited at signal 2.

3.1.3 When a caution (one yellow) aspect is exhibited with a junction indication at signal 4 in the above diagrams, the Driver must understand the usual meaning and be prepared to stop at signal 5 even though a flashing aspect may have been exhibited at signal 3.

3.2 **Position light aspects**

The Driver must understand the meaning of position light aspects as follows:

Description	Aspect	Meaning
NORMAL	One white light and one red light (horizontally displayed) OR One white light and one yellow light (horizontally displayed) OR No aspect (where associated with a main aspect)	Stop Stop (Applies to movements in the direction(s) to which the signal can be cleared; other movements may pass this signal without it being cleared) Obey main aspect
PROCEED	Two white lights at an angle of 45° OR One small yellow light (where associated with a main aspect and controlling movements into a goods loop or siding)	The line ahead may be occupied. Proceed cautiously towards the next stop signal (or buffer stops if there is no signal in advance). Be prepared to stop short of any obstruction. The associated main aspect (where provided) may be passed at Danger.

3.3 Route indications

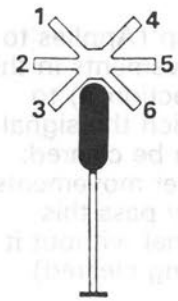
3.3.1 An indication of route may be given by:

(*a*) A junction indicator **and/or**

(*b*) Figure(s) or letter(s) displayed next to the signal **or**

(*c*) Offsetting the signal to the left or right of the main post

3.3.2 A junction indicator displays a line of white lights normally above the signal when a proceed aspect is exhibited. No route indication is given for movements along the straight route. Indications 1, 2 and 3 are for routes progressively to the left of the straight route and indications 4, 5 and 6 for routes progressively to the right.



Junction indicators may be provided for routes to the left or right of the highest speed route where this is not the straight route. Where there are routes of equal speed and none can be identified as the straight route, a junction indicator may be provided for each route.

3.4 Colour light signals not in use

When not in use, main and position light aspects are covered over. A large X may also be exhibited over the cover on main aspects.

4. DUTIES OF DRIVERS—OBSERVANCE OF SEMAPHORE SIGNALS

4.1 Distant and stop signals

4.1.1 A distant signal comprises a yellow arm with a fish-tail end and a black chevron. It may be in the form of a reflectorised board. A stop signal comprises a red arm with a square end and a vertical white stripe.

4.1.2 The Driver must understand the meaning of the positions of distant and stop signals as follows:

Position	Indication		Meaning
	Day	Night	
DISTANT SIGNALS:			
CAUTION	Arm horizontal	Yellow light (or reflectorised indication)	Be prepared to stop at the home signal or other specified place to which the distant signal applies
CLEAR	Arm raised or lowered 45°	Green light	All associated stop signals worked from the same signal box are clear
STOP SIGNALS:			
DANGER	Arm horizontal	Red light	Stop
CLEAR	Arm raised or lowered 45°	Green light	Proceed

4.1.3 Distant signal(s) may be placed below the stop signal(s) applicable to the same line at the signal box in rear.

4.1.4 Where only one distant signal is provided for a diverging junction, it applies to all trains approaching it.

4.1.5 The stop signal controlling movements into a goods loop or siding may comprise a small semaphore arm. The Driver must understand the meaning of the proceed indication as that shown in clause 4.2.2 for a calling-on subsidiary signal.

4.2 Subsidiary Signals

4.2.1 A subsidiary signal (where provided) is placed below the main signal arm and comprises a small red semaphore arm or a small white semaphore arm with horizontal red stripes. A calling-on signal has a distinguishing letter 'C' and a shunt-ahead signal a distinguishing letter 'S'.

4.2.2 The Driver must understand the meaning of the positions of subsidiary signals as follows:

Position	Indication		Meaning
	Day	Night	
NORMAL	Arm horizontal	Red light OR White light OR No light	Obey main signal
PROCEED	Arm raised or lowered 45°	Green light	The main signal may be passed at Danger according to the type of subsidiary signal as follows: **CALLING-ON** The line ahead may be occupied. Proceed cautiously towards the next stop signal (or buffer stops if there is not a signal in advance). Be prepared to stop short of any obstruction. **SHUNT-AHEAD** Proceed for shunting purposes only.

4.3 Shunting signals

4.3.1 A shunting signal comprises a disc or small signal arm.

4.3.2 The Driver must understand the meaning of the positions of shunting signals as follows:

Position	Indication		Meaning
	Day	Night	
NORMAL	Red disc or red horizontal arm	Red light OR White light	Stop
	Yellow disc or yellow horizontal arm	Yellow light	Stop (Applies to movements in the direction(s) to which the signal can be cleared: other movements may pass this signal without it being cleared)
PROCEED	Red or yellow disc turned, or red or yellow arm raised or lowered 45°	Green light	Proceed as far as the line is clear

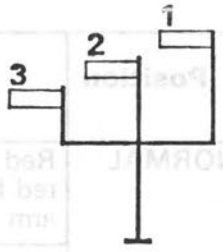
4.4 Floodlit disc signals in colour light areas

The Driver must understand the meaning of the normal and proceed positions of floodlit disc signals in a colour light area as the corresponding aspect of position light signals as shown in clause 3.2.

4.5 Route indications

An indication of route may be given by one of the following means:

(*a*) the positioning and stepping of signals as follows: Signal 1 applies to the straight route. Signals 2 and 3 apply to successive routes to the left of the straight route. Routes to the right of the straight route are similarly indicated by signals placed on the right of signal 1



(*b*) placing stop signals (or shunting signals) vertically above one another—in which case the top signal applies to the line on the extreme left, the second to the next line in order from the left, etc

(*c*) providing only one signal and displaying, when the signal is cleared, a figure(s) or letter(s) next to the signal

4.6 Semaphore signals not in use

When not in use, a semaphore signal has a large X fixed on the arm and a disc is covered over.

5. DUTIES OF DRIVERS—OBSERVANCE OF REPEATING SIGNALS AND OTHER INDICATORS

5.1 Banner repeating signals

5.1.1 A banner repeating signal comprises an illuminated small black semaphore arm (square ended for stop signals and fish-tail ended for distant signals) in a frame. It is placed on the approach to the signal to which it applies.

5.1.2 The Driver must understand the meaning of the positions of banner repeating signals as follows:

Position	Indication	Meaning
ON	Horizontal arm	Be prepared to find the signal to which it applies at Danger (or Caution if it is a distant signal)
OFF	Arm at an angle of 45°	Signal to which it applies is exhibiting a proceed aspect

5.2 Limit of Shunt indicators

5.2.1 A Limit of Shunt indicator comprises either an illuminated sign showing the words 'LIMIT OF SHUNT' or 'SHUNT LIMIT'; or two red lights, horizontally displayed.

5.2.2 The Driver must ensure that no part of his train passes a Limit of Shunt indicator unless authorised by the Signalman.

5.3 Stop boards or indicators

5.3.1 A stop board or indicator comprises a board or indicator showing the word 'STOP'. It may be illuminated. It may also show other instructions.

5.3.2 The Driver must stop his train at the stop board or indicator and not proceed except in accordance with the instructions exhibited or on the authority of the authorised person.

5.4 Points Indicators

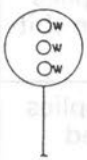
5.4.1 A points indicator comprises a sign showing the words 'Points Indicator' and when the hydro-pneumatic facing points to which it applies are correctly fitting, a steady yellow light is exhibited adjacent to the sign.

5.4.2 If no light is exhibited, the Driver must stop his train at the indicator and not pass over the hydro-pneumatic facing points until they have been secured.

5.5 Indicators controlling loading or unloading movements

5.5.1 These indicators comprise certain or all of the indications shown below when controlling movements in connection with loading or unloading and are unlit when not in use.

5.5.2 The Driver must understand the meaning of the indications as follows:



move slowly in the **normal** direction for loading or unloading

FLASHING LIGHTS

move slowly in the **opposite** direction to that required for loading or unloading

prepare to stop

stop immediately, irrespective of distance from the indicator

R = RED LIGHT W = WHITE LIGHT

5.5.3 If the indicators go out while a movement is being controlled by them, it must stop immediately.

6. DUTIES OF DRIVERS—GENERAL INSTRUCTIONS CONCERNING THE OBSERVANCE OF SIGNALS

6.1 Observance of signals

6.1.1 The Driver must obey each signal which is applicable to his train. When the train stops on the approach to a signal exhibiting a proceed aspect, he must, before restarting, again observe the signal. If unable to proceed, he must arrange immediately for the Signalman to be informed.

6.1.2 When the train passes a signal exhibiting a proceed aspect but stops with part of the train in rear of that signal, the Driver may, when the train is ready to restart, proceed in accordance with the aspect previously exhibited unless he is otherwise instructed.

6.1.3 If the Driver finds a junction signal cleared for the wrong route, he must stop at the signal if safe and practicable and inform the Signalman.

6.1.4 If the train is stopped or nearly stopped before the clearance of a stop signal other than a colour light signal capable of exhibiting a yellow aspect, the Driver must understand that the next stop signal may be at Danger. If the train is stopped or nearly stopped before the clearance of the stop signal in rear of the signal box, he must also be prepared to stop at the signal box if necessary.

6.1.5 If the train inadvertently passes a signal at Danger, the Driver must stop immediately. He must not then proceed until authorised by the Signalman.

6.2 Observance of signals controlling sidings or Permissive or No Block lines

Where a position light aspect or calling-on indication is not provided at the signal controlling such a line, the Driver must understand that the line may be occupied when the signal is cleared. This does not apply on a Permissive passenger or dead-end platform line unless the train is stopped or nearly stopped at the signal before it is cleared.

6.3 Observance of signals when train or movement reverses

6.3.1 When the train or shunting movement is required to reverse, the Driver must then obey the signal controlling movements in the opposite direction. He must not start any

movement in the opposite direction unless the controlling signal is cleared or he has obtained the Signalman's permission to move towards the controlling signal to await its clearance.

6.3.2 When, however, any part of the train is ahead of the controlling signal in the direction in which it applies, the Driver must not start any movement in that direction until the signal has been cleared. If the Driver cannot see the signal, he must if necessary obtain an assurance from the Guard or Shunter that the signal is cleared. Where the signal cannot be cleared because of the occupation of track circuits and the train cannot be moved so that it is completely in rear of the signal, the Driver must personally obtain the Signalman's permission before moving in the opposite direction.

6.4 Movements on authority of position light aspect or shunt-ahead or shunting signals

6.4.1 A passenger train must not proceed on the authority of a position light aspect (unless entering a permissive platform line) or a shunt-ahead or shunting signal except when the Driver is specially authorised to do so by the Signalman or by another person acting on the Signalman's instructions.

6.4.2 A shunting movement which has been made on the authority of a position light aspect or a shunt-ahead or shunting signal must not proceed on its journey until it has returned to the rear of a signal which has then exhibited the appropriate proceed aspect for a departing movement. If it is not able to return to the rear of such a signal, the provisions of clause 6.3.2 must be observed.

6.5 Stopping of train when section signal at Danger

When the section signal is at Danger, the Driver must not (except for station or shunting purposes) draw forward to that signal if it would then be necessary to go to the signal box to remind the Signalman of the presence of the train if detained. Instead, the train must be stopped as close as possible to the signal box except that it should be drawn well clear of any junction but still stopped when practicable within sight of the Signalman.

6.6 Signals controlling exit from sidings

When waiting for the clearance of a signal controlling the exit from sidings, the Driver must as far as practicable ensure that the front of the train does not stand foul of any other siding

unless authorised by the person in charge of movements. When that signal is cleared, he must not move forward and foul any other siding if the signal applies to more than one siding on which there are other traction units until he is instructed to do so by that person.

6.7 Signal not shown or imperfectly shown

6.7.1 The Driver must consider a stop signal to be at Danger and a distant signal at Caution in the following circumstances:

(*a*) the absence of a signal where one should be shown

(*b*) a signal imperfectly shown

(*c*) a white light shown where there should be a red, yellow or green light

6.7.2 If a position light or subsidiary signal is cleared but without the normal route indication being shown, the Driver must proceed cautiously as far as the line is clear and be prepared to stop short of any obstruction; a shunting movement must not proceed further than necessary for the movement.

6.7.3 The Driver must report the circumstances to the Signalman.

SECTION D. PASSING SIGNALS AT DANGER AND/OR MAKING MOVEMENTS IN THE WRONG DIRECTION

1. PRINCIPLE

When a signal is passed at Danger or a wrong direction movement is made for which a signal is not provided, the security normally provided by the signalling system is not available. Safety then depends on:

(*a*) the Signalman observing the appropriate instructions before authorising the movement

(*b*) the Signalman and Driver reaching a clear understanding as to what is required

(*c*) the Driver observing the appropriate instructions **throughout the movement**

2. AUTHORITY FOR MOVEMENTS

2.1 Circumstances in which signals may be passed at Danger

The Signalman must not authorise a signal to be passed at Danger nor must the Driver pass a signal at Danger except in accordance with the appropriate Rules and instructions when:

(*a*) an Engineer's train is to move towards, on or from a line under Absolute Possession

(*b*) Single Line Working applies

(*c*) Working by Pilotman applies

(*d*) the section signal is to be passed for shunting purposes

(*e*) the signal cannot be cleared because a train or movement which has reversed is required to start from ahead of the signal

(*f*) an electric train is to pass the signal protecting an isolated section or sub-section and proceed towards the limiting point

(*g*) the signal is controlled by a signal box which is closed

(*h*) the section signal is to be passed to enable a train on an Absolute Block line to proceed and ascertain the circumstances at a signal box which has not opened at the appointed time

(*i*) the signal is defective or disconnected

(*j*) the signal cannot be cleared because of failure of signalling or level crossing equipment

(*k*) the section signal is to be passed to enable the train to come within the protection of the home signal during a complete failure of the block signalling equipment in rear

(*l*) the telephone is defective at an automatic, semi-automatic (when the controlling signal box or ground frame is closed) or intermediate block home signal

(*m*) the line is to be examined to ascertain whether it is clear

(*n*) a train is to enter an obstructed line to assist a disabled train

(*o*) a train is to enter the section after a runaway train or vehicle has been removed or the front portion of a divided train has passed through the section

(*p*) a train is to pass through the section in accordance with Absolute or Electric Token Block Regulation 3, clause 3.5, but the section signal cannot be cleared

In such circumstances, the provisions of this Section D must be observed.

2.2 Circumstances in which wrong direction movements may be made

The Signalman must not authorise a wrong direction movement for which a signal is not provided nor must the Driver make such a movement except in accordance with the appropriate Rules and instructions when:

(*a*) an Engineer's train is to move towards, on or from a line under Absolute Possession

(*b*) Single Line Working applies

(*c*) a train is to set back after over-running a platform or, when essential to set back, after taking a wrong route

(*d*) a train is to set back from or towards a line blocked by an accident, failure, obstruction or other exceptional incident

(*e*) the front portion of a divided train is to set back to the rear portion

(*f*) a light locomotive is to proceed in the wrong direction over the unaffected line in order to assist a failed train

(*g*) a shunting movement is to set back through points worked from a ground frame

In such circumstances, unless clause (*g*) applies, the provisions of this Section D must be observed.

3. DUTIES OF SIGNALMEN

3.1 Before authorising a movement to pass a signal at Danger

3.1.1 The Signalman must ensure that:

(*a*) the portion of line concerned is clear and safe for the movement in accordance with the Regulations for Train Signalling

(*b*) the barriers or gates at any manned level crossing are closed to road traffic

(*c*) the points in the route concerned are operated to the required position (by means of individual point switches on a route setting panel)

(*d*) the points are locked by the facing point lock (where provided)

(*e*) any ground frame release giving access to the route is Normal unless it is to be operated for the movement

(*f*) the required normal or reverse indications are obtained

(*g*) the necessary reminder appliances are used

Where Signalman's Special Instructions are issued in connection with this clause 3.1 for the route concerned, he must operate the points, etc., to the position shown therein and obtain the required indications.

3.1.2 If any points cannot be operated and (where required) locked from the signal box, or the proper indications cannot be obtained, or a 'Normal' indication cannot be obtained from a ground frame release, the Signalman must arrange for the points concerned to be checked to ensure that they are in the proper position and, in the case of points which become facing, they must be secured. The lever(s) concerned must be worked (including when the points and/or facing point lock is disconnected) to correspond with the required position of the equipment. If, however, the interlocking is out of order, the Signalman

must (except where Signalman's Special Instructions are issued in connection with this clause 3.1) ensure that the facing points on any other line are set to avoid conflicting movements normally prevented by the interlocking and that the signals for such conflicting movements are at Danger.

3.1.3 When a Handsignalman is on duty, the Signalman must tell him:

(*a*) which train is to proceed

(*b*) which points must be set and in which position

(*c*) which points must be secured

He must obtain an assurance from the Handsignalman that these instructions have been observed and that the required route is correctly set and secured before authorising each movement.

3.1.4 If the signal to be passed at Danger is defective or disconnected or cannot be cleared because of a failure of signalling equipment, the lever concerned must be reversed. If this is not possible or if the signal is to be passed at Danger in any other circumstances, the Signalman must first ensure that all levers which ordinarily release the signal lever concerned are reversed and those which ordinarily lock it are normalised. On a route setting panel, the route must not be called in any circumstances.

3.2 Before authorising a wrong direction movement for which a signal is not provided

The Signalman must ensure that:

(*a*) clauses 3.1.1 to 3.1.3 are observed

(*b*) any unworked points are secured

(*c*) any AHB or AOCR level crossing is locally operated unless provided with wrong direction controls

(*d*) the line is clear for $\frac{1}{4}$ mile (or 400 metres) ahead of the signal or location to which the movement is authorised to proceed. This does not apply if the movement is proceeding to the point of obstruction, a stationary train or vehicle, or the detonators protecting an Absolute Possession; or if the movement is authorised to proceed beyond the point where it will return to a line in the right direction. During Single Line Working the line must be clear as shown in Block Regulation 12.

3.3 When authorising the movement

3.3.1 When authorising a movement to pass a signal at Danger or a wrong direction movement for which a signal is not provided, the Signalman must tell the Driver what is required and how far the movement may proceed. He must instruct the Driver to:

(*a*) proceed cautiously and be prepared to stop short of any obstruction. This does not apply during Single Line Working or Working by Pilotman or Emergency Block Working unless Time Interval Working also applies or the train is to enter the section to ascertain whether it is clear or to assist a disabled train.

(*b*) approach cautiously and not pass over any manned level crossing, or, when the crossing will not operate normally for the movement concerned, any automatic level crossing or barrow or foot crossing with white light indications, unless he has first ensured it is safe to do so.

3.3.2 The Signalman must ensure that the Driver clearly understands what is required. If the train is stopped at the signal box to enable instructions to be given, the Signalman must exhibit a yellow handsignal when the instructions have been given and the train may proceed.

3.3.3 When a Handsignalman or Pilotman is on duty or another person (who is expressly permitted in the appropriate Rules and instructions) is to give the necessary instructions to the Driver, the Signalman must ensure that this person clearly understands what the Driver must be told. If, however, the necessary instructions have **already** been given to the Driver, the Signalman must so inform the Handsignalman when giving permission for the train to proceed. In such circumstances, the train need not be stopped by the Handsignalman.

3.3.4 If a movement is to pass a defective signal at Danger in rear of the signal box and it is not possible for the Driver to be verbally instructed, the Signalman must, after the train has stopped at that signal, exhibit a yellow handsignal which the Driver will accept as authority to proceed as far as the signal box. This does not apply if the train would pass over any points in the facing direction or if there is any risk of another Driver mistaking the handsignal.

3.3.5 If a movement is to pass the section signal at Danger for shunting purposes or to enable it to come within the protection of the home signal during a complete failure of the

block signalling equipment in rear, the Signalman must so instruct the Driver. He must also remind the Driver that the train must not proceed on its journey until the section signal is cleared or authority is given for the train to proceed.

3.4 During the movement

The Signalman must not:

(*a*) work any lever which has been operated to protect the movement as shown in clause 3.1

(*b*) permit the release of any points which have been secured until the movement has passed clear of the last points in the route concerned (or the track circuit controlling those points)

(*c*) in the case of a wrong direction movement, permit any conflicting movement within the distance required to be clear as shown in clause 3.2(*d*)

4. DUTIES OF DRIVERS

4.1 Before the movement starts

4.1.1 Before passing a signal at Danger or making a wrong direction movement for which a signal is not provided, the Driver must speak with and obtain the personal authority of the Signalman or, when acting on the Signalman's instructions, the Pilotman or a Handsignalman or, where expressly permitted in the appropriate Rules and instructions, another person. This does not apply if the Driver is to pass:

(*a*) an automatic, semi-automatic (provided the controlling signal box or ground frame is closed) or intermediate block home signal at Danger at which the telephone has failed and he is unable to communicate with the Signalman. The Driver must then proceed in accordance with clause 4.2 to the next **stop** signal

(*b*) a signal at Danger in rear of the signal box provided the Signalman exhibits a yellow handsignal at the signal box. The Driver must accept this as authority to proceed as far as the signal box

(*c*) a signal at Danger where the Driver establishes that the controlling signal box is closed. The Driver must then proceed in accordance with clause 4.2 and report the circumstances to the Signalman at the next signal box

When instructed by the person concerned, the Driver must ensure that he clearly understands what is required and how far the movement may proceed.

4.1.2 Except as shown in clause 4.1.1(*b*), the Driver must not regard any handsignal as authority to pass a signal at Danger unless the necessary instructions have been given at the signal or he has previously been advised of the circumstances and instructed to obey the handsignal exhibited at the signal concerned.

4.2 During the movement

4.2.1 When starting, the Driver must give one long blast on the horn. During the movement, he must:

(*a*) observe the instructions given by the person authorising the movement

(*b*) approach cautiously ANY POINTS WHICH ARE FACING TO THE MOVEMENT and any switch diamonds or swing nose crossings and where practicable ensure that they are in the correct position; speed over such points or crossings must not exceed 15 m.p.h.

(*c*) approach cautiously and not pass over any manned level crossing until he has ensured that it is safe to do so

(*d*) proceed at such reduced speed throughout the section of line concerned as will ensure that he can stop safely and well clear of any train or obstruction on the line ahead. In determining the safe speed at which the train may proceed, the Driver must be guided by the braking capability of his train and the distance ahead which he can see to be clear. He must take account of darkness, fog or falling snow, curvature of the line or any other feature affecting his view of the line ahead. THE DRIVER MUST ALWAYS BE ABLE TO STOP WITHIN THE DISTANCE HE CAN SEE THE LINE TO BE CLEAR.

During any movement **in the wrong direction** on a line which is not bi-directional, the Driver must also:

(*e*) frequently give a series of short blasts on the horn in order that adequate warning is given to anyone on or near the line

(*f*) not pass over any unworked points unless they are secured for the safety of the movement

(*g*) approach cautiously and not pass over any automatic level crossing or barrow or foot crossing with white light indications unless he has ensured it is safe to do so. (Where wrong direction controls are provided, this only applies when the crossing is being locally operated).

During Single Line Working, Working by Pilotman or Emergency Block Working, clause (*d*) does not apply unless Time Interval Working also applies or the train is to enter the section to ascertain whether it is clear or assist a disabled train. Movements in the wrong direction during Single Line Working must, however, **always** be made at reduced speed, especially where the approach view of trains may be restricted, in order that adequate warning as shown in clause (*e*) is given to anyone on or near the line.

4.2.2 After passing an automatic, semi-automatic or intermediate block home signal at Danger at which the telephone has failed, the Driver must proceed at reduced speed because of the possibility of a broken rail, even when the line ahead can be seen to be clear. He must not enter any tunnel without first ensuring that the line is clear throughout the tunnel, nor pass over any automatic level crossing without first ensuring that it is safe to do so.

4.2.3 If, after being required to pass a signal at Danger, the Driver sees the next **stop** signal ahead exhibiting a proceed aspect, he must not assume that the line is clear for his train but must understand that the signal may be cleared for a train ahead which is near that signal.

4.2.4 If it is necessary to pass the section signal at Danger for shunting purposes or to enable the train to come within the protection of the home signal during a complete failure of the block signalling equipment in rear, the Signalman will so instruct the Driver. The train must not then proceed on its journey until the section signal is cleared or the Signalman's permission is obtained.

Note: "Emergency Block Working" means block working between strategic locations during an extensive failure or extensive disconnections of signalling equipment or other exceptional circumstances; it applies only on a Track Circuit Block line.

SECTION E. FAILURE, REPAIR, RENEWAL AND MAINTENANCE OF SIGNALLING EQUIPMENT

1. PRINCIPLE

1.1 Failure of signalling equipment

The Signalman must advise the Technician (and/or other person required to attend or be advised) of any failure of signalling equipment and observe the appropriate instructions to ensure that trains pass safely until normal working is resumed.

1.2 Work affecting normal operation of signalling equipment

1.2.1 The Technician must obtain the Signalman's permission before starting work which will interfere with the normal operation of signalling equipment. Except as shown in clause 7, the Signalman must obtain an assurance from the Technician that any necessary disconnections have been made and details of these and the equipment which will be affected must be entered in the Train Register. The Technician must not start work until he has countersigned this entry or confirmed with the Signalman that the correct entry has been made. The Signalman must ensure that, if trains are required to pass during the work, the appropriate instructions are observed to ensure that they do so safely.

1.2.2 Before starting work which will interfere with the normal operation of crossing equipment at a level crossing manned by a Crossing Keeper, the Technician must obtain the permission of the Crossing Keeper. The provisions of Section E apply but the Technician must not start work until he has countersigned the entry made in the Occurrence Book by the Crossing Keeper.

1.3 Testing of signalling equipment

When necessary for signalling equipment to be operated for testing purposes, the Technician must ask the Signalman to operate it for him or, having first obtained the Signalman's permission, the Technician may himself operate the equipment. The provisions of this Section E do not apply when such testing is necessary but the Signalman must select a suitable interval to avoid interference with the passage of trains. Such testing includes certain fault finding procedures as defined in departmental instructions.

2. GLOSSARY

2.1 Technician

This means the S & T Department employee who is in charge of the work.

2.2 Signalling equipment

2.2.1 This includes the barriers or gates and the associated interlocking at manned level crossings.

2.2.2 This also includes equipment which has not been commissioned or has been taken out of use if the work on such equipment may affect the passage of trains or the normal operation of other operational signalling equipment.

2.3 Defective signal

This includes a signal at which a light is out when it should be illuminated.

2.4 Disconnected signal

This means a signal which has been adjusted to ensure that it shows only its most restrictive aspect for the route(s) concerned.

3. METHOD

3.1 Signalling equipment not responding

3.1.1 If the equipment does not apparently respond to the working of the lever, the Signalman must make another attempt. If this is unsuccessful, the equipment must be considered as defective unless the Signalman ascertains that it is working properly and only the indication or repeater is defective.

3.1.2 Before the equipment is considered defective, the Signalman must if possible arrange for a visual check to be made and for any obstruction or blockage to be removed. Where appropriate, the wire adjuster must be operated. The Signalman must not interfere with electrical signalling equipment.

3.2 Failure of signalling equipment

3.2.1 If the Signalman becomes aware of a failure of signalling equipment, he must:

(*a*) record in the Train Register the details of the failure

(*b*) inform the Technician and/or other person required to attend or be informed, Operations Control and the Area Manager

(*c*) observe the instructions in clause 4 according to the type of failure and where necessary arrange for a Handsignalman and/or Points Operator to be appointed

3.2.2 If the defective equipment is controlled by another Signalman, he must advise that Signalman.

3.3 Work to be pre-arranged

3.3.1 Before undertaking work which will interfere with the normal operation of signalling equipment other than as shown in clause 7, the S & T Department must as far as practicable agree with the Operations Department the times and location of the work. These times must be selected to minimise interference with the passage of trains. Except in emergency or to cover exceptional circumstances and then only in agreement with the appropriate Operations Officer, details of work necessitating diversion, Single Line Working or special working of trains must be published in the Weekly Operating Notice.

3.3.2 Details must be published in the Weekly Operating Notice of any signalling equipment of the type described in Rule Book, Section C which is brought into use, altered or taken out of use and of any alteration in the method of working at a level crossing or ground frame.

3.4 Responsibility for disconnections

The Technician is responsible for all disconnections. He must not make any disconnection without the permission of the Signalman except that he may disconnect a signal in an emergency when danger to trains may otherwise arise, in which case the Signalman must be advised immediately.

3.5 Responsibility for safe working

3.5.1 The Signalman remains responsible for the safe working of trains. He must record in the Train Register details of any disconnection for which he gives permission or which is made in an emergency.

3.5.2 The Signalman must not release electrical locking or controlling devices in connection with signalling equipment except where equipment is provided for his use and then only in accordance with the relevant instructions.

3.6 Provision of Handsignalmen and Points Operators

3.6.1 If trains are required to pass during a failure or during work affecting the normal operation of signalling equipment, the Signalman must arrange for the appointment of any necessary Handsignalmen or Points Operators according to the arrangements to permit trains to pass as shown in clause 4 or 5.

3.6.2 Handsignalmen and Points Operators will work solely to the Signalman's instructions but where a Handsignalman **and** a Points Operator are appointed, the Signalman's instructions to the Points Operator must be given via the Handsignalman.

3.6.3 Before the Points Operator arrives, the Technician (if available) may be required to operate the points to enable traffic working to be resumed quickly.

4. DUTIES OF SIGNALMEN—DURING FAILURE OF SIGNALLING EQUIPMENT

4.1 WHEN TRAINS REQUIRED TO APPROACH A DEFECTIVE SIGNAL

4.1.1 Defective main aspect on a Track Circuit Block line

The Signalman must not permit a train to pass the previous controlled signal in rear of a signal at which a main aspect is defective unless:

(*a*) the defective signal has been placed to Danger and the Signalman has established that it is exhibiting a Danger aspect **or**

(*b*) the Signalman has established that the defective signal is exhibiting the proper proceed aspect **or**

(*c*) the Driver has been informed of the circumstances and the line is clear as follows:

—to and including the overlap of the stop signal ahead of a defective stop signal **or**

—to and including the overlap of the second stop signal ahead of a defective distant signal **or**

—to the buffer stops on a dead-end line **or**

(*d*) the Driver has been informed of the circumstances and the Signalman has appointed a Handsignalman at the defective signal to observe the provisions of Section B, clause 8.5.2 or 8.5.3, as appropriate

Where the controlled signal in rear of the defective signal is controlled by another Signalman, he must be advised of the circumstances. He must not then permit a train to approach the defective signal except as shown above.

4.1.2 Defective distant or stop signal on other than a Track Circuit Block line

The Signalman must not permit a train to approach a defective signal unless:

(*a*) the defective signal has been placed to Danger (or Caution in the case of a distant signal) and the Signalman has established that it is exhibiting the proper aspect/indication **or**

(*b*) the train has been accepted by the Signalman at the signal box in advance (or the line is clear to the buffer stops on a dead-end line, or to and including the overlap of the intermediate block home signal, where provided) and the defective signal is exhibiting the proper proceed aspect/indication **or**

(*c*) the Driver has been advised of the circumstances (in the case of a defective distant or home signal, by the Signalman in rear) and one of the following conditions applies:

—the train has been accepted by the Signalman at the signal box ahead **or**

—the line is clear to the buffer stops on a dead-end line **or**

—where an intermediate block home signal is provided, the line is clear to and including the overlap of that signal **or**

—if the defective signal is **between** the home signal and the section signal, the line is clear to the section signal **or**

(*d*) the Driver has been advised of the circumstances and the Signalman has appointed a Handsignalman at the defective signal to observe the provisions of Section B, clause 8.5.2 or 8.5.3, as appropriate

If the defective signal controls movements from a siding, the Signalman must arrange for the person in charge of movements to be advised of the circumstances.

4.1.3 Defective intermediate block distant or home signal

If an intermediate block signal is defective, the Signalman must not permit a train to pass the signal controlling the entrance to the intermediate block section until accepted by the Signalman at the signal box in advance. Clause 4.1.2 does not apply, but if no aspect or indication is exhibited at the defective signal(s), the Signalman must also advise the Driver of the circumstances.

4.1.4 Defective position light or shunting signal, stop board or limit of shunt indicator

The Signalman must not permit a movement to approach or be brought within the control of a position light or shunting signal at which the normal indication is defective, or approach a stop board or limit of shunt indicator (or its usual location) which is missing or not lit when it should be unless:

(*a*) no conflicting movement will take place which requires to be protected by the defective signal, board or indicator

(*b*) the Driver has been advised of the circumstances

4.2 WHEN TRAINS REQUIRED TO APPROACH DEFECTIVE BANNER REPEATING SIGNAL

The Signalman must not permit a train to approach a defective banner repeating signal unless:

(*a*) the signal to which the repeating signal applies is exhibiting a proceed aspect/indication and the repeating signal is exhibiting an 'off' indication **or**

(*b*) the signal in rear of the repeating signal is exhibiting one yellow aspect or a Caution indication and the repeating signal is exhibiting an 'on' indication **or**

(*c*) the Driver has been advised of the circumstances (if necessary, by the Signalman in rear)

4.3 WHEN TRAINS REQUIRED TO APPROACH A DEFECTIVE SIGNAL FORMING ONE OF A GROUP

During the absence of any aspect or indication where one should normally be exhibited at a signal forming one of a group, the Driver of each train required to approach the group on any other line in the same direction must also be advised of the circumstances.

4.4 WHEN TRAINS REQUIRED TO PASS A DEFECTIVE STOP SIGNAL

4.4.1 The Signalman must observe the provisions of Section D before authorising the Driver to pass a defective stop signal which is at Danger or is temporarily not exhibiting an aspect or indication.

4.4.2 The Signalman may clear a position light aspect or subsidiary signal in place of the main aspect or signal which is defective or locked at Danger because of a failure of signalling equipment. Clause 4.4.1 does not then apply but if the train concerned is not normally permitted to enter the section on the authority of a position light aspect, the line ahead must be clear in accordance with the conditions normally required to enable the main aspect or signal to be cleared and the Driver must be advised of the circumstances.

4.5 WHEN TRAINS REQUIRED TO PASS OVER DEFECTIVE POINTS

4.5.1 The Signalman must not permit a train to pass over defective points unless:

(*a*) the correct detection is obtained **or**

(*b*) an assurance is obtained that the points are in the correct position for the movement and, if facing to the movement, they are secured

When necessary, the Signalman must send for the person appointed to manually work power operated points.

4.5.2 If, however, there is reason to believe that the points may have been run through, the Signalman must not permit any movement over them in the facing direction until they have been examined by the Technician and found to be in order or, if they are found to be defective but movements can safely be resumed, the points have been secured. The protecting signal must be kept at Danger and the provisions of Section D must be observed except that the lever controlling that signal must not be worked. This clause applies even though correct detection may be obtained.

4.6 DEFECTIVE POWER OPERATED POINTS

4.6.1 Points Operator to be appointed

If power operated points fail, the Signalman must when necessary send for the person appointed to manually operate the points. The Signalman must record in the Train Register the

name, grade and station of this person and ascertain from him on arrival at the points:

(*a*) in which position the points lie

(*b*) whether they are damaged or obstructed

(*c*) whether the point motor is running continuously, in which case the Signalman must restore the points to the previous position and instruct the Points Operator not to insert a point handle while the motor is running

4.6.2 When trains required to pass over defective points

When a train is to pass over the points, the Signalman must:

(*a*) instruct the Points Operator to set the points to the required position and then obtain his assurance that this has been done and the controls are set for manual operation

(*b*) whenever possible, operate the lever to the position corresponding with the required lie of the points

(*c*) if the correct detection is obtained, clear the protecting signal (unless there is reason to believe that the points have been run through, in which case clause (*d*) applies)

(*d*) if the correct detection is **not** obtained, instruct the Points Operator to secure the points, obtain his assurance that this has been done, and then instruct the Driver to pass the protecting signal at Danger and proceed in accordance with Section D.

If a Handsignalman has also been appointed, the Signalman's instructions to the Points Operator must be given via the Handsignalman who will also tell the Signalman when the required route is correctly set and secured.

4.6.3 When points again in working order

When told by the Technician that the points are in order, the Signalman must, as soon as any movement has passed clear, instruct the Points Operator to restore the controls and obtain his assurance that this has been done. Before the Points Operator is withdrawn, the Signalman must ensure that the points respond correctly to the normal and reverse positions when operated from the signal box. When the points key/handle has been returned to its designated location, the Signalman must note in the Train Register that normal working is being resumed.

4.6.4 When defective points are secured and left unattended

If traffic working can satisfactorily continue with the points set in one position, the Signalman may withdraw the Points Operator before the failure is rectified but the controls must not be restored. He must observe the provisions of clause 4.6.2. except that if clause (*d*) applies, he must instruct the Points Operator to secure and padlock the points in the required position and obtain his assurance that this has been done.

The Signalman must deal with each train as shown in clause 4.6.2 (c) or (*d*) as appropriate. When told by the Technician that the points are in order, the Signalman must observe the provisions of clause 4.6.3 but the Technician must be instructed to undertake the duties shown therein for the Points Operator.

4.7 WHEN TRAINS REQUIRED TO PASS OVER DEFECTIVE TRACK CIRCUITS

The Signalman must not permit a train to pass over a defective track circuit unless he has ascertained that the portion of line concerned is clear in accordance with the Regulations for Train Signalling. If necessary, he must arrange for a competent person to be provided who must be instructed to tell the Signalman when the portion of line concerned is occupied and/or when it is clear.

4.8 VEHICLES FAILING TO OPERATE TRACK CIRCUITS

If a vehicle other than a listed vehicle which cannot be relied upon to operate track circuits, fails to operate a track circuit, the Signalman must:

(*a*) immediately place or maintain signals at Danger to protect the vehicle

(*b*) arrange for it to be examined by M. & E.E. staff

(*c*) inform the Technician and/or other person required to attend or be informed, Operations Control and the Area Manager

Clauses (*b*) and (*c*) do not apply if the portion of line concerned has not been used for a considerable period and the vehicle correctly operates track circuits elsewhere. In such circumstances, the Signalman must specially observe the indications

and must not permit any conflicting movement during the passage of the subsequent train(s). He must not rely on the operation of the track circuit(s) until a train has correctly operated it.

5. DUTIES OF TECHNICIANS AND SIGNALMEN—RELEASE OF CONTROLS

5.1 If necessary to release controls

5.1.1. If a track circuit(s) will be occupied for an extended time because of engineering work, a derailment or other exceptional circumstances, the Signalman may request the Technician to release the controls to permit signals to be worked for movements which are clear of the obstruction. The Signalman must complete and sign form BR 29964 (see specimen on page E.17) and hand it to the Technician or, if he is remote from the signal box, dictate the details to the Technician who must complete and sign the form. If necessary, the Technician must then refer to his departmental officer.

5.1.2 If Single Line Working is to be introduced, the Signalman must request the Technician to release the block indicator for the obstructed line. The Signalman must issue form BR 29964 as shown above.

5.1.3 If a track circuit fails, the Signalman in charge of a mechanical frame may request the Technician to release the controls to permit a lever to be restored to normal or points to be moved to the other position provided that the Signalman is satisfied that the required movements can be made safely. Form BR 29964 need not be issued. The Technician must not, however, release the controls to permit a signal to be cleared or, except in connection with Single Line Working, a block indicator to be released to allow 'Line Clear' to be given.

5.2 Before release is given

5.2.1 Before giving the release (which must be done in accordance with departmental instructions), the Technician must be satisfied that the movements for which the release is required can safely be made.

5.2.2 The Signalman must enter the details of the release in the Train Register and the Technician must countersign the entry as shown in clause 6.1.5.

5.3 Before each movement is signalled

Before each movement is signalled where a release has been given as shown in clause 5.1.1, the Signalman must ensure that:

(*a*) the movement will be clear of the obstruction

(*b*) the points normally locked by track circuits are secured

(*c*) the necessary reminder appliances are in use

5.4 When release no longer required

5.4.1 Where a release has been given as shown in clause 5.1.1 or 5.1.2, the Signalman must advise the Technician when the release is no longer required. The Technician must restore the controls and then cancel the form BR 29964 which must be handed to the Signalman or, if the Technician is remote from the signal box, forwarded to him by the most expeditious means. The Signalman must note the circumstances in the Train Register.

5.4.2 All cancelled forms must be forwarded to the Area Manager without delay.

6. DUTIES OF TECHNICIANS AND SIGNALMEN—REPAIRS, RENEWALS, ALTERATIONS AND MAINTENANCE OF SIGNALLING EQUIPMENT

6.1 Before work starts

6.1.1 When work is to be done which will interfere with the normal operation of signalling equipment, the Technician must advise and agree with the Signalman:

(*a*) the number(s) and particulars of equipment which will be affected

(*b*) the length of time required, the time when permission may be given for work to start and the time it must be completed

(*c*) which signals (if any) must be disconnected

6.1.2 The Signalman must, at the time agreed with the Technician, place or maintain the appropriate signals at Danger and use the necessary reminder appliances.

6.1.3 The Technician must then disconnect the following signals and must tell the Signalman when this has been done:

On any line

—each signal which will be affected by disarrangement of interlocking

—each signal applicable to movements over switch diamonds or swing nose crossings which will be disconnected or movements in the facing direction over points which will be disconnected

On a Track Circuit Block line

—the stop signal in rear of a signal which will be inoperative unless the inoperative signal will continue to exhibit its most restrictive aspect

On other than a Track Circuit Block line

—the distant signal applicable to any line where signalling equipment is disconnected unless the disconnections affect only trailing points or signals applicable to movements in the wrong direction.

6.1.4 When reminder appliances have been applied and any necessary disconnections have been made, the Signalman must enter in the Train Register the details of the arrangements. He must then advise any other Signalman involved who must make an appropriate entry in his Train Register.

6.1.5 Before starting work, the Technician must whenever practicable countersign the Signalman's entry in the Train Register. Otherwise, he must ask the Signalman to read back the entry and when satisfied that it is correct, he must repeat his name, place from where he is speaking and the time; the Signalman must endorse the entry accordingly.

6.2 During the work

6.2.1 The entry in the Train Register is an agreement between the Technician and the Signalman as to what work may be carried out and what equipment may be affected. No alteration of the system of working must be allowed unless the provisions of clause 6.1 are again observed and another entry is made and signed as shown therein.

6.2.2 If it is necessary to operate any lever for testing purposes, the Technician must obtain the Signalman's permission or ask the Signalman to operate it for him.

6.2.3 If relieved, the Signalman must ensure that the arrangements are fully understood by his relief who must sign the Train Register entry in the presence of the Signalman going off duty.

6.2.4 If relieved, the Technician must ensure that the arrangements are fully understood by his relief who must countersign the Train Register entry in the presence of the Signalman or ask the Signalman to read back the entry and endorse it as shown in clause 6.1.5.

6.3 When trains required to pass

6.3.1 The Signalman must observe the provisions of Section D before authorising a Driver to pass a stop signal which has been disconnected or is temporarily not showing any aspect or indication.

6.3.2 The Signalman must not permit a train to approach a signal which is temporarily not showing any aspect or indication unless:

(*a*) the line ahead of the signal is clear as shown in clause 4.1.1(c) or 4.1.2(c) as appropriate **or**

(*b*) a Handsignalman has been appointed to observe the provisions of Section B, clause 8.5.2 or 8.5.3, as appropriate, at the signal concerned or at its usual location

The Driver must be advised of the circumstances (if necessary, by the Signalman in rear).

6.3.3 The Signalman must not operate any lever which operates the equipment affected by the work without first obtaining the Technician's permission. Where the interlocking is in order but any signal, points, facing point lock or bolt, etc is disconnected, the Signalman must work the lever(s) concerned to the appropriate position to obtain the security of interlocking before authorising any movement. In such circumstances, the Technician's permission need not be obtained on each occasion provided he has agreed to the lever(s) being worked throughout the whole time of the work and this has been noted in the Train Register.

6.3.4 During the times that trains are required to pass, the Signalman must ensure that:

(*a*) a Handsignalman is on duty if clause 6.3.2 applies unless the line will be clear as shown in clause (*a*) thereof

(*b*) a Points Operator is on duty if, after the route has been secured, it will be necessary to move

disconnected power operated points (in which case, the provisions of clause 4.6 must be observed)

(*c*) if a track circuit has been disconnected and he is unable to ascertain whether the line is clear, a competent person is provided who must be instructed to tell the Signalman when the portion of line concerned is occupied and/or when it is clear

6.4 When work is completed

6.4.1 When the work is completed and the Technician is satisfied that the equipment is in working order, he must so advise the Signalman who must make an appropriate entry in the Train Register. The Technician must countersign the entry as shown in clause 6.1.5. The Signalman must then advise any other Signalman concerned who must make an appropriate entry in his Train Register.

6.4.2 If only part of the work is completed, details of the completed work must be recorded in the Train Register together with details of the remaining disconnections, etc. The entry must be signed by the Signalman and countersigned by the Technician as shown in clause 6.1.5.

7. DUTIES OF TECHNICIANS AND SIGNALMEN—ROUTINE MAINTENANCE OF SIGNALLING EQUIPMENT

7.1 Special arrangements for work associated with routine maintenance

7.1.1 The arrangements shown in clause 6 do not apply to certain work associated with routine maintenance which will interfere with the normal operation of signalling equipment provided the Technician ensures that:

(*a*) the work is of a type specifically shown in S & T departmental instructions as being permitted in connection with this clause 7

(*b*) the work is carried out in the manner shown in those instructions

(*c*) the work can be carried out between trains without detriment to safety and train working

7.1.2 When such work is to be done, the provisions of this clause 7 apply but the Technician must ensure that no other

work which will interfere with the normal operation of signalling equipment is carried out under these arrangements.

7.2 Before work starts

7.2.1 Before starting such work, the Technician must:

(*a*) inform the Signalman what is required

(*b*) obtain the permission of the Signalman who must select a suitable interval between trains to enable the work to be completed safely and without delay to trains

(*c*) ensure that the Signalman understands that the work will be done in accordance with this clause

7.2.2 The Signalman need not make an entry in the Train Register.

7.3 During the work

The Technician and Signalman must co-operate as necessary during the work. If it cannot be completed within the time agreed, the equipment concerned must be considered as defective.

8. DUTIES OF TECHNICIANS AND SIGNALMEN—WHEN THE LINE IS UNDER ABSOLUTE POSSESSION OF THE ENGINEER

8.1 General

8.1.1 When an Absolute Possession of the line is given for signalling and other work, or when work which will interfere with the normal operation of signalling equipment is to be carried out on the line which is under Absolute Possession, the provisions of Section E apply except as shown in this clause 8. If, however, the possession is given solely for signalling work, the provisions of this Section E do not apply but the Person in Charge of the Possession (PICOP) appointed by the S & T Department must ensure the safety of any movements within the possession.

8.1.2 If a possession is to be given up before normal operation of signalling equipment is restored, the S & T Technician must first ensure that the provisions of clauses 1 to 7 of this Section E are observed, as appropriate.

8.2 Testing of signalling equipment

When observing the provisions of clause 1.3, the Signalman must agree with the PICOP a suitable interval to avoid interference with the movement of Engineer's trains.

8.3 Failure of signalling equipment

8.3.1 Clauses 4.1 to 4.3 do not apply but the Signalman must inform the PICOP of any signal (or banner repeater) which is not exhibiting its most restrictive aspect or indication and request him to advise the Driver of each movement affected.

8.3.2 If points become defective, the Signalman must inform the PICOP and until the provisions of clause 4.5 have been observed, movements must not be permitted over those points.

8.3.3 Clauses 4.7 and 4.8 do not apply.

8.4 Repairs, renewals, alterations and maintenance of signalling equipment

If the work would normally be carried out as shown in clause 6, one of the following arrangements must be made:

(*a*) the provisions of clause 6 must be observed but before the Signalman permits any disconnection, he must, if the movement of Engineer's trains may be affected, obtain the permission of the PICOP who must then ensure the safety of such movements. The signal box must remain open during the whole time of the work.

(*b*) the area of work must be considered as a work site(s) and, if required in accordance with Section T, Part III, marker boards must be provided; the provisions of this Section E do not apply.

8.5 Routine maintenance of signalling equipment

If the work would normally be carried out as shown in clause 7 but it may affect the movement of Engineer's trains, the Signalman must agree with the PICOP a suitable interval between the movement of those trains to enable the work to be completed safely.

FORM BR 29964

BRITISH RAILWAYS
DISCONNECTION OF TRACK CIRCUIT CONTROLS

S & T Technician ..... (name) is required by the Signalman to disconnect the track circuit controls in accordance with Rule Book, Section E, as follows:

(a) on ..... points/signals to permit movements

from ..... to .....

(b) on ..... line block indicator in connection

with Single Line Working between .....

and .....

Form issued/dictated* by:		Controls restored and form cancelled on instructions of:
Signalman	.....	.....
Signal box	.....	.....
Date	.....	.....
Time	.....	.....
Signed	.....	.....
	(Signalman) +	(S & T Technician)

*—delete as appropriate

+—S & T Technician to sign if form is dictated by Signalman.

The cancelled form must be handed or forwarded to the Signalman.

FORM BR 2995A

BRITISH RAILWAYS

DISCONNECTION OF TRACK CIRCUIT CONTROLS

S & T Technician ..... (name) is required by the Signalman to disconnect the track circuit controls in accordance with Rule Book, Section E, as follows:

(a) on ..... points/signals to permit movements from ..... to .....

(b) on ..... line block regulations to connection with Single Line Working between ..... and .....

Form issued/dictated* by ..... Controls restored and form cancelled on instructions of:

Signalman .....

Signal box .....

Date .....

Time .....

Signed .....

(Signalman) (S & T Technician)

* delete as appropriate

** S & T Technician to sign if form is dictated by Signalman.

The cancelled form must be handed or forwarded to the Signalman

SECTION H. WORKING OF TRAINS

1. PRINCIPLE

Safety must be the first consideration of each employee involved in the working of trains. He must also make every effort to ensure that trains run punctually and prevent avoidable delay.

2. METHOD

2.1 General

Each employee involved in the working of trains must be properly equipped, have a thorough knowledge of his duties and reach a clear understanding with others involved in any particular movement. When in charge of a train, the Shunter must carry out the Guard's duties as appropriate.

2.2 Responsibilities of Signalmen

The Signalman must also be conversant with this Section H so far as it concerns him.

3. DUTIES OF DRIVERS AND GUARDS—GENERAL

3.1 General responsibilities

3.1.1 When booking on, each Driver and Guard must ascertain from the notices anything requiring his attention. Before leaving duty, he must ascertain the time he is next required for duty.

3.1.2 When a Guard is provided, he is in charge of the train and must give the Driver any necessary instructions concerning its working.

3.1.3 The Driver is responsible for the safe working of the train and, unless he has obtained the services of a competent Conductor Driver, he must have signed that he is fully conversant with the portion of line over which he is working.

3.1.4 When a Guard is provided on a train booked to be worked without a Guard, the Driver will be informed.

3.2 Equipment and notices

3.2.1 When carrying out preparation duties, the Driver must check that each driving cab of the traction unit is equipped with:

(*a*) at least ten detonators
(*b*) two track circuit operating clips (one in each cab of a multiple unit on which a Guard will be provided)
(*c*) two red flags (one in each cab of a multiple unit)

If required to work a D.O. train, he must also check that a spare tail lamp or handlamp and, on a freight train, a brake stick is provided.

3.2.2 Where equipment is in a sealed case or cupboard, the Driver must check that the seal is intact. If the seal is broken, he must check the contents and report any missing items.

3.2.3 The Driver and the Guard must each obtain and sign for the notices relating to the lines over which he works. He must have these notices with him when on duty.

3.2.4 The Driver must have with him a handlamp, a watch and, when working a D.O. passenger train, a carriage key and gangway door key.

3.2.5 The Guard must have with him:

—a whistle
—a watch
—a handlamp
—a red and a green flag
—at least 10 detonators
—a Guard's notebook
—'Not to Go' labels, endorsed 'Hot axle box'
—other items as ordered

and when working other than freight trains:

—a carriage key
—a gangway door key
—a padlock and key
—a 3-pointed screwdriver (personal issue)

and when working a freight train on which he is required to ride in a brakevan:

—a shunting pole
—a brake stick

3.3 Where Driver and Guard must ride

3.3.1 The Driver must be present in the driving cab when the train is moving unless another person is present who has been passed to drive the type of traction and has knowledge of the portion of line concerned.

3.3.2 When not engaged on duties requiring him to be elsewhere, the Guard must normally ride in the rearmost brakevan. When a brakevan is not provided, or on a locomotive hauled parcels or empty coaching stock train, the Guard must ride in the trailing cab of the leading locomotive. When bell/buzzer communication is available between the locomotives or when the train is double-headed in tandem, he must ride in the trailing cab of the rear locomotive.

Exceptions:

(*a*) when the train is assisted by a locomotive coupled in rear, the Guard may, except on a passenger train, ride in the trailing cab of the assisting locomotive

(*b*) when the train is worked by a single cab locomotive(s), the Guard must ride in the rearmost brakevan (provided specially if necessary) or, when such locomotives are working in multiple, in the trailing cab of the rear locomotive provided bell/buzzer communication is available

3.3.3 When travelling on a train which he is not rostered to work, a Driver or Guard must tell the Guard in charge (Driver of a D.O. train) where he is riding and give him any necessary assistance.

3.4 Use of fixed radio equipment on trains

3.4.1 Where fixed radio equipment is provided in the driving cab, it must only be used in the following circumstances:

(*a*) when necessary to give immediate advice of the need for trains to be stopped or cautioned in connection with an accident, obstruction or other exceptional incident

(*b*) when necessary to call emergency services

(*c*) when an assisting train is required or technical advice is needed or examination needs to be arranged in connection with a failure or defect

(*d*) when necessary to comply with Section K at a signal at which the telephone has failed

(*e*) where pre-arranged in connection with engineering work

The emergency call procedure must be used in connection with clauses (*a*) and (*b*) and, if there is no means of directly contacting the Signalman, may be used in connection with clause (*c*). This procedure must NOT be used in connection with clause (*d*) or (*e*).

3.4.2 This clause 3.4 does not apply where the use of fixed radio equipment is authorised in connection with Driver Only Operation of Suburban Services or Radio Electronic Token Block working.

3.5 Train left unattended

3.5.1 The Driver must not leave the traction unit without a competent person in charge of it except when stabled in a siding or other authorised place, or when he has to leave the train in accordance with the Rules, or when absolutely unavoidable. When unattended, the traction unit must be secured in accordance with the appropriate instructions.

3.5.2 The Guard must not leave the train without a competent person in charge of it except when it has arrived at destination, or he has to work another train, or accompany the Driver on the locomotive during a running round movement or leave the train in accordance with the Rules, or when absolutely unavoidable.

3.5.3 On arrival at destination, the Guard must switch off the heating and lighting in the brakevan or extinguish the fire in the stove unless the brakevan is to be used again immediately.

4. DUTIES OF DRIVERS AND GUARDS AND PERSON IN CHARGE OF A STATION, PLATFORM OR YARD—BEFORE STARTING THE TRAIN

4.1 Examination of train

4.1.1 The Guard must ensure before starting the journey and as necessary after attaching or detaching vehicles en route that:

(*a*) the Brake Regulations are complied with (and that where shown therein, a brake test is carried out)

(*b*) all hand brakes are released (except where it is the Driver's responsibility on a multiple unit train)

(*c*) all vehicles appear safe to travel

(*d*) the Driver is aware of the lowest maximum speed of any vehicle in the train

(*e*) two track circuit operating clips are provided in the brakevan in which he is riding

(*f*) the necessary lamps are provided

(*g*) the load and formation comply with instructions

(*h*) any privately owned locomotive or vehicle not displaying a B.R. registration plate has been examined and passed fit to travel

(*i*) on a passenger train, all doors are properly closed and the train is correctly labelled. (The Guard must assist in closing doors)

(*j*) on a passenger, empty coaching stock, postal, newspaper or parcels train, when four or six wheeled vehicles are conveyed, the Driver is so informed

(*k*) on a parcels or freight train, all vehicles are properly coupled

(*l*) on a freight train, all vehicles appear properly loaded, all doors and sheets are securely fastened, all chains and similar appliances are properly stowed or secured, and the required brake force is available

4.1.2 The Guard need not examine a freight train in accordance with the above clause provided he has a signed notification from an authorised person that the train has been prepared in accordance with that clause. The Guard must, however, carry out the test of the automatic brake unless he has received an assurance from the M. & E.E. staff that this has been done after the train locomotive(s) has been attached.

4.1.3 When the Driver is required to create air brake pipe pressure or vacuum, the Guard must handsignal to the Driver by moving either arm (or, at night or in bad visibility, a RED light) vertically up and down above the shoulder.

4.2 Alteration to classification of train

If the classification of the train is different from published, the Guard must tell the Driver and arrange for the Signalman to be informed.

4.3 Maintenance and servicing to be completed

Where trains are examined by M. & E.E. staff or where other servicing is performed, the person in charge must be assured that the work has been completed and that all vehicles are in order before permitting the train to start.

4.4 Before starting a train assisted in rear

The Guard must arrange for the Signalman to be informed whenever an assisting locomotive is attached in rear.

4.5 Before starting a D.O. train

4.5.1 The person in charge must carry out the duties of the Guard in this clause 4 in respect of a D.O. train. He must see that each Guard's compartment is locked on a passenger train.

4.5.2 He must arrange for the Driver to be informed if it is necessary to provide a Guard on a train which is booked to be worked without a Guard.

5. DUTIES OF DRIVERS AND GUARDS AND PERSON IN CHARGE OF A STATION, PLATFORM OR YARD—WHEN STARTING THE TRAIN

5.1 Starting a passenger train

5.1.1 A passenger train must not leave a station before the advertised time.

5.1.2 The person in charge of the platform must give a handsignal to the Guard to indicate when station work is complete, that all doors are properly closed and, where practicable, that the signal (where provided) is cleared. By day this handsignal must be given by raising one arm above the head and at night, if the use of a handlamp is necessary, by a white light held steadily above the head.

5.1.3 After ensuring that all is in order so far as he is concerned and that station work is complete at an unstaffed platform, the Guard must where practicable see that the signal (where provided) is cleared and then indicate to the Driver that the train is ready to start.

5.1.4 The 'Ready to Start' signal must be given by day by a green flag waved above the head and at night or in bad visibility by a green light held steadily above the head. This handsignal must be supplemented by use of a whistle when necessary.

5.1.5 Where a 'Ready to Start' indicator is provided, it must be used by the person in charge of the platform to convey the 'Ready to Start' signal to the Driver. Where, however, the Guard is able to give the 'Ready to Start' signal by means of bell/buzzer communication with the Driver, this must be used instead of a handsignal or a 'Ready to Start' indicator.

5.1.6 Where a 'Ready to Start' indicator is not provided and the Driver cannot see the 'Ready to Start' handsignal, the person in charge of the platform must, after ensuring that the 'Ready to Start' signal has been given, handsignal to the Driver accordingly.

5.1.7 The Guard must give the 'Ready to Start' signal at the brakevan where he is riding. When, however, his duties on the train require him to leave the brakevan, he may give the 'Ready to Start' signal at any vehicle. A handsignal may then be given

instead of using bell/buzzer communication (where provided) but the Guard must so arrange with the Driver beforehand.

5.2 Starting a freight train

5.2.1 After ensuring that all is in order, the Guard must where practicable see that the signal (where provided) is cleared and then indicate to the Driver that the train is ready to start.

5.2.2 The 'Ready to Start' signal must be given by day by one arm held above the head and at night or in bad visibility by a green light held steadily above the head.

5.2.3 Where the 'Ready to Start' signal cannot be seen by the Driver, the person in charge of the yard must, after ensuring that this handsignal has been given, handsignal to the Driver accordingly.

5.3 Starting a parcels or empty coaching stock train

When a parcels or an empty coaching stock train starts from a passenger platform, the arrangements for starting a passenger train apply. On any other line, the arrangements for starting a freight train apply but if the Guard is able to give the 'Ready to Start' signal by means of the bell/buzzer communication with the Driver, this must be used in place of a handsignal.

5.4 Starting a train assisted in rear

When the train is assisted in rear, the Guard must give the 'Ready to Start' signal to the Driver of the assisting locomotive.

5.5 Starting a D.O. train

The person in charge must give the Driver of a D.O. train the prescribed 'Ready to Start' signal after ensuring that all is in order and that the signal (where provided) is cleared. At an unstaffed platform, the Driver must ensure that before starting the doors of all vehicles are properly closed and that all is in order for the train to proceed.

5.6 Signal to be cleared

The 'Ready to Start' signal indicates only that the station work is complete. The Driver must ensure before starting the train that the signal (where provided) is cleared. He must not move his train towards the signal to await clearance unless the

Signalman's permission has been obtained or, when in a siding, he is instructed to do so by the person in charge.

5.7 Driver and Guard to look out when starting

When safe and practicable, the Driver and Guard must look out when starting and check that the train is in order.

6. DUTIES OF DRIVERS AND GUARDS—DURING THE JOURNEY

6.1 Observance of signals and speed restrictions

6.1.1 The Driver must as far as practicable ensure that his train runs punctually but he must observe all signals and speed restrictions applicable to his train. When signals are not visible at the usual distance because of fog or falling snow or for some other reason, he must adjust speed as necessary.

6.1.2 The Driver must also keep a good lookout and be alert for handsignals but he may disregard a blue/white chequered flag exhibited by a Lookoutman.

6.2 Use of horn

6.2.1 The Driver must sound the horn as a warning:

(*a*) when passing a whistle board

(*b*) when approaching or leaving a station where there is another train standing on a line which is immediately adjacent

(*c*) when approaching and passing any place where shunting is in progress on a line which is immediately adjacent

(*d*) when entering and when emerging from a tunnel

(*e*) frequently, when passing through a long tunnel

(*f*) on starting when required to pass a signal at Danger or make a movement within an Absolute Possession

(*g*) when otherwise necessary

6.2.2 The Driver must watch for anyone on or near the line on which the train is travelling and sound the horn to attract his attention. If any person on or dangerously near that line does not acknowledge the warning by raising an arm above the head or appear to move clear, the Driver must sound a series of short urgent danger warnings.

6.2.3 The Driver must use the two-tone horn (where provided) as follows:

(*a*) to give warning when on a running line—both tones

(*b*) to give warning when in a depot or siding—low/soft tone only

(*c*) to sound a local or special code —high/loud tone only

When on a running line and making a movement in the wrong direction for which a signal is not provided, the Driver must **frequently** give a series of short blasts on the high/loud tone of the horn as a warning to anyone who may be unaware that a train is to approach in a direction for which a signal is not provided.

6.2.4 The Driver must not use the horn more than is necessary to ensure safe and efficient working.

6.3 Keeping a lookout

6.3.1 The Guard must, as far as practicable, keep a good lookout particularly when the train is approaching a terminal platform.

6.3.2 The Guard must, when riding in the locomotive, look back frequently and the Driver of a D.O. freight train must look back from time to time to check, as far as practicable, that the train is in order.

6.4 Stopping the train

6.4.1 The Driver must stop his train with care, due regard being paid to the weather, the condition of the rails, the gradient and the length, weight and braking characteristics of the train. These circumstances must guide him in determining when to shut off power and apply the brake.

6.4.2 When stopping the train in a reception line or siding, the Driver must ensure that the front of the train does not stand foul of any other line.

6.5 Passenger train not to stop where not booked to call

The Driver or Guard must not stop the train to pick up or set down passengers or staff where it is not booked to call, unless specially authorised.

6.6 Train required to stop in section

6.6.1 When an Engineer's train is to work on a running line not under Absolute Possession, or a freight train is to make an unbooked call at an intermediate siding, or, if practicable, when an Officers' Special is to stop other than as shown in the Notice, the Driver must stop the train at the signal box or signal provided with a telephone in rear of the section in which the train is to work. The Guard must then agree with the Signalman the time by which the line must be clear.

6.6.2 When the train is required to stop in the section before passing over a manned level crossing not protected by signals, the Driver must approach cautiously and not pass over the crossing until he has ensured that it is safe to do so.

6.6.3 The train must not stop within the controls of an AHB or AOCR level crossing unless the crossing is being locally operated, nor within the controls of an AOCL level crossing.

6.6.4 The Guard must ensure that the section is clear by the time agreed with the Signalman. If in charge of an Engineer's train, he must keep in touch with the Engineer's person in charge to ensure that the work is completed or stopped in time to clear the line.

6.6.5 The train must not make any wrong direction movement for which a signal is not provided unless required to set back through points worked from a ground frame. On a single or bi-directional line the train may return to the end of the section at which it entered provided the Guard has obtained the permission of the Signalman before the returning movement starts.

6.6.6 The Driver of a D.O. train must carry out the duties of the Guard in this clause 6.6.

6.7 Train entered loop or shunted clear of line

When the train has entered a loop or siding or is shunted clear of the line on which it arrived, the Signalman must, if it has not already passed the signal box, be immediately advised whether the train is complete and clear of the running line concerned. The Driver must carry out this duty in respect of a light locomotive or D.O. train and the Guard in respect of any other train. This clause does not apply on a Track Circuit Block line.

6.8 Driver not conversant with line

6.8.1 If the Driver is not fully conversant with any portion of the route over which he is to work, he must obtain the services of a competent Conductor Driver.

6.8.2 The Conductor Driver is responsible for the safe working of the train including the observance of signals and speed restrictions. The Conductor Driver must drive if he has been passed to drive the type of traction unit and train concerned. Otherwise, he must leave the driving entirely in the hands of the train Driver and give him the necessary instructions concerning signals, curves, gradients, speed restrictions and other relevant characteristics of the line.

6.8.3 When conducted, the train Driver must take note of the signals, speed restrictions and other features of the line.

6.8.4 The Conductor Driver must carry out the provisions of Section K.

6.9 Train to stop to obtain, deliver or exchange Token

The Driver must stop the train to obtain, deliver or exchange the Token.

6.10 Assisting locomotive—double heading

When the train is hauled by two locomotives in tandem, the Driver of the leading locomotive is responsible for the observance of signals and the working of the brake. The Driver of the second locomotive must, as far as practicable, observe all signals affecting the working of the train, including any given by the Driver of the leading locomotive, and he must apply the brake or take any other action as necessary.

6.11 Assisting locomotive—in rear

6.11.1 Except in emergency, the train must only be assisted in rear as authorised in the Sectional Appendix.

6.11.2 When the assisting locomotive is at the rear of the train, the 'Ready to Start' signal will be given to the Driver of this locomotive who must then call the attention of the Driver of the train locomotive by giving two 'crows' on the horn.

6.11.3 Provided the Driver of the train locomotive is satisfied that the signal is cleared for the train to proceed, he must acknowledge the two 'crows' by repetition. Until these 'crows' have been given and acknowledged, neither locomotive must move forward.

6.11.4 If the train is stopped at a signal at Danger, the Driver of the train locomotive must, when the signal is cleared, give two 'crows' on the horn which must be acknowledged by repetition by the Driver of the assisting locomotive. If, however, a passenger or empty coaching stock train is stopped at a platform, these 'crows' must not be given until the Guard's 'Ready to Start' signal has been received or, in the case of a D.O. train, the Driver is satisfied that it is safe for the train to start. Until these 'crows' have been given and acknowledged, neither locomotive must move forward.

6.11.5 If either Driver requires the train to be stopped, he must give three short blasts on the horn as a signal to the other Driver to shut off power and apply his brake. He must repeat this as necessary.

6.11.6 The assisting locomotive must not leave the train except at a signal box or as shown in the Sectional Appendix.

6.11.7 When the assisting locomotive is to continue on the same line as the train from which it has just been detached, the Driver must not pass a signal which has been cleared for that train until it has been replaced to Danger and again cleared.

7. DUTIES OF DRIVERS AND GUARDS— IRREGULARITIES OR EXCEPTIONAL INCIDENTS DURING THE JOURNEY

7.1 Observing any irregularity or obstruction

7.1.1 If a Driver or Guard observes anything which may endanger his train, he must stop his train immediately but should avoid stopping where it may be difficult to deal with the emergency.

7.1.2 If he sees any irregularity affecting another train, he must immediately inform the Signalman, stopping specially if necessary. If possible, he must also alert the Driver of that train by sounding the horn and exhibiting a red light.

7.1.3 If he sees anything which may endanger other trains, he must inform the Signalman and alert the Driver of any approaching train as shown above. He must also place a track circuit operating clip and three detonators 20 yards (or 20 metres) apart on each line affected at least $1\frac{1}{4}$ miles (or 2 km)

from the obstruction. If he sees animals within the boundary fence, he must comply with this clause whenever:

(*a*) a cow, bull or other large animal is within the boundary fence, **whether or not trains are immediately endangered or**

(*b*) any other animals are on or near the line and he considers that trains may be endangered

7.1.4 If he observes something not of immediate danger to trains (other than a cow, bull or other large animal within the boundary fence), he must report it at the first suitable opportunity.

7.1.5 If the Guard is unable to stop the train when he considers it necessary, he must exhibit a red handsignal to the Driver. When passing a signal box, station, depot or yard or any employee at the lineside, he must also exhibit a red handsignal waved slowly from side to side.

7.1.6 Before leaving duty, the person concerned must make a full written report of the circumstances.

7.2 Train in Distress

If the Driver is unable to control the speed of his train or needs to alert staff to some other emergency, he must sound the 'Train in Distress' warning by giving a continuous series of long blasts on the high/loud tone of the horn.

7.3 Explosion of detonators

7.3.1 If the train explodes a detonator(s) and a yellow handsignal is waved slowly from side to side, the Driver must understand that an emergency speed restriction has been imposed.

7.3.2 If the train explodes a detonator at a signal capable of displaying a Caution aspect **and** a yellow handsignal held steadily is exhibited, the Driver must understand that the next stop signal may be at Danger.

7.3.3 If the train explodes a detonator(s) other than as shown above, the Driver must stop his train as quickly as possible. He may then proceed at extreme caution towards the obstruction or until he receives a further signal for his guidance, but if the detonator(s) is at a signal box or a red handsignal is exhibited, the Driver must obtain authority before proceeding.

7.4 Train stopped out of course

7.4.1 If a passenger train stops out of course, the Guard must endeavour to ascertain the cause and advise passengers accordingly. He must ensure that passengers do not get out unless it is necessary.

7.4.2 If a passenger or empty coaching stock train stops out of course at a platform or any train is stopped by accident or other exceptional cause, the Driver must receive the Guard's 'Ready to Start' signal, or in the case of a D.O. train, ensure that it is safe to do so before restarting the train.

7.4.3 The Driver must as far as practicable avoid stopping the train near unworked points until the last vehicle is well clear. If, however, the train is brought to a stand on or near unworked points, it must not restart until the Driver has ensured that it is safe to do so. If necessary, he must arrange for the points to be secured.

7.4.4 If the train is stopped at a signal to enable the Signalman to advise the Driver of an unusual occurrence, etc, it must not proceed until the Driver has advised the Driver of any assisting locomotive and, if Time Interval Working is to apply, the Guard (where provided). If the train is stopped at a signal box, it must not proceed until the Signalman has exhibited a yellow handsignal if the Driver has been instructed to pass a signal at Danger or a green handsignal in other circumstances. The train may, however, draw forward to enable the Signalman to advise any other person shown in this clause but must not then proceed on its journey until this handsignal is given.

7.4.5 If the train is stopped by a brake application which is neither initiated by the Driver or Guard nor caused by the use of the passenger communication apparatus, the Guard (or Driver of a D.O. train) must ascertain whether the train is complete with tail lamp. If the tail lamp is missing or the air brake pipe cock is open or the vacuum brake pipe is hanging loose at the rear, he **must** assume that the train is divided and observe the provisions of Section M.

7.5 Train over-running platform

7.5.1 If the train over-runs a platform by less than $\frac{1}{4}$ mile (or 400 metres) and it is necessary to set back, the Guard must obtain the Signalman's permission before instructing the Driver to set back.

7.5.2 If it is not possible to obtain the Signalman's permission or the distance over-run exceeds $\frac{1}{4}$ mile (or 400 metres), the

train must proceed forward. The Guard must ensure that the necessary arrangements are made for passengers who are over-carried or left behind at an unstaffed station. If necessary, Operations Control must be informed.

7.5.3 If in setting back the train will pass over a level crossing, the Guard must ensure that the crossing is clear and must advise the Crossing Keeper, where provided, before instructing the Driver to set back. If it is an automatic crossing, the train must proceed forward.

7.5.4 The Driver of a D.O. train must carry out the duties of the Guard in this clause 7.5.

7.6 Defective horn

If the warning horn becomes completely inoperative, the train must be worked at caution to the first place where the defect can be remedied or the vehicle taken out of service. If only one tone becomes defective, the train may continue in service but the defect must be remedied before a subsequent turn is worked.

7.7 Defective Driver's Safety Device

If the Driver's Safety Device fails when the traction unit is single manned, the Driver must so inform the Signalman and proceed at reduced speed to the first point at which Operations Control can provide a replacement traction unit or a person who is competent to stop the train in an emergency and who must ride with the Driver. A multiple unit train with an emergency brake valve in the driving cab may proceed at normal speed to that point provided the Guard rides with the Driver.

7.8 Serious wheel-slip

If serious or prolonged wheel-slip occurs, the Driver must advise the Signalman of the location of the occurrence in order that he may arrange for the rail to be inspected. If slipping is severe, the Driver must immediately advise the Signalman, stopping specially if necessary.

8. DUTIES OF DRIVERS AND GUARDS AND PERSON IN CHARGE OF A STATION, PLATFORM OR YARD—HEADLIGHTS AND TAIL LAMPS, ETC.

8.1 Headlights, Marker lights and Headcodes

8.1.1 The Driver must by day and night ensure that:

(*a*) marker and/or headcode lights at the front of the train are illuminated when on a running line or whenever moving on **any** line or siding

(*b*) where provided, one headlight is illuminated (and the correct day/night beam is in use) whenever moving on a running line. The headlight must not be used in depots, yards or sidings or when stabled on a running line

8.1.2 The train may continue in service if all or any illumination fails but the defect must be remedied before a subsequent turn is worked. The other day/night beam must be used when possible if there is a partial failure of the headlight. The Driver must arrange for a white light to be exhibited if there is a complete failure of illumination. A handlamp may be used for this purpose.

8.1.3 Before proceeding to the other end of the train at a reversing point, the Driver must ensure that any head or marker light or headcode is extinguished and any built-in tail lamps are switched on.

8.2 Destination blinds

The Driver must ensure that any destination blinds at the front and rear of a multiple unit train show the correct destination and are illuminated by day and night.

8.3 Tail lamps

8.3.1 The Guard must ensure that his train has a tail lamp in working order on the rear of the last vehicle when on a running line or through/reception siding. The tail lamp must show a red light during darkness, fog or falling snow and when passing through a tunnel.

8.3.2 The person in charge must ensure that a tail lamp, lit when necessary, is provided at the rear of a D.O. train.

8.3.3 The Driver of a light locomotive or locomotive assisting a train in rear must ensure that the tail lamp is illuminated by day and night at the rear of the locomotive, or rearmost locomotive when two or more locomotives are coupled light or assisting in rear.

8.3.4 Built-in tail lamps must be illuminated by day and night. Where two are provided, both must be lit where possible.

8.3.5 The Guard (Driver of a light locomotive or D.O. train) must arrange for a failed tail lamp to be replaced and if necessary must use his handlamp temporarily for the purpose. Where two

built-in tail lamps are provided and one has failed, the train may continue normally but the defect must be repaired at the first opportunity.

8.3.6 A tail lamp must not be exhibited at an intermediate position in the train.

8.3.7 Before a battery operated tail lamp is used, the battery life must be checked. If the battery warning light is flashing, the lamp must not be used until the battery is changed.

8.4 Lights on locomotives used for shunting

The Driver must ensure that where practicable at least one red and one white light are exhibited by day and night at each end of the locomotive when used exclusively for shunting.

8.5 Side lamps

The Guard of a train which is not fully fitted must ensure that, in addition to the tail lamp, two side lamps are carried on the rearmost brakevan as shown in the General Appendix, Section 1.

8.6 Tail lamp on freight train assisted in rear

8.6.1 When a freight train with a brakevan at the rear is assisted in rear, the Guard must remove the tail lamp of his train. When the assisting locomotive leaves the train, he must replace the tail lamp, if practicable, within the view of the Signalman. If the assisting locomotive leaves the train between two signal boxes and the train proceeds without it, the Guard must not replace the tail lamp until the train has passed out of sight of the Signalman at the next signal box. The Guard must try to indicate to the Signalman that the assisting locomotive has been left in the section.

8.6.2 On a Track Circuit Block line, it is not necessary to remove the tail lamp from the train.

8.7 Lights on train movements in the wrong direction

8.7.1 If the train is to move in the wrong direction for more than $\frac{1}{4}$ mile (or 400 metres), the headlights, marker lights and headcodes must be illuminated in accordance with this Section H at the leading end of the movement and a red light at the rear. When such illumination is not available, a handlamp(s) may be used instead.

8.7.2 The normal headlights, etc., and tail lamp need not, however, be altered if the train is to set back for not more than $\frac{1}{4}$ mile (or 400 metres).

8.8 Lights on train detained on running line used in opposite direction

If the train is detained during darkness, fog or falling snow or in a tunnel after being crossed to a running line which is used in the opposite direction, arrangements must be made for a red light to be exhibited at the front of the train. All other indications at the front and rear of the train must be extinguished. This clause does not apply on a bi-directional line.

8.9 Extinguishing tail and side lamps

When the train has completed its journey and has been shunted into a dead-end siding, the Guard must extinguish the tail and side lamps.

9. DUTIES OF DRIVERS AND GUARDS—WORKING AT PASSENGER STATIONS

9.1 Use of public address system

The Guard must use the public address system (where provided on the train) shortly before starting the journey and, where practicable, shortly before leaving a principal station and announce the calling points and destination. Shortly before the train arrives at a station where it is booked to call, he must also announce the name of the station and any connectional information.

9.2 Coaches not at platform

9.2.1 The Driver must stop the train at the platform as indicated by train stop markers. Where these are not provided and the train is too long to be accommodated at the platform, he must, unless otherwise instructed, ensure that the first vehicle does not pass beyond the platform.

9.2.2 When the train is too long to be accommodated at the platform, the Guard must, if practicable, and before the train arrives, tell passengers wishing to get out there whether they must move along the train or wait until the train is drawn forward.

9.2.3 If the train when stopping at the station over-runs or

stops short of the platform, the Guard must at once warn passengers not to get out from coaches not at the platform. If necessary, arrangements must be made to move the train.

9.3 Moving the train before station work completed

If it is necessary to move the train before station work is completed, the Guard or person in charge must see that all doors are closed before the Driver is instructed to make any movement. Where necessary, the Signalman's permission must be obtained.

10. DUTIES OF DRIVERS, GUARDS AND SHUNTERS—ATTACHING OR DETACHING

10.1 Traction unit attached to train or vehicles

Before contact is made with any vehicle, the traction unit must be stopped 6 feet (or 2 metres) short of the vehicle and not then moved forward until the Driver is authorised by the Guard or Shunter. This applies in addition to stopping at any other distance specified in the instructions for the class of traction unit concerned.

10.2 Locomotive or vehicle detached from train

The Shunter (or if he is not available, the Guard) must ensure that any vehicle detached from the train is properly secured. The automatic brake must not be relied on to secure a train or vehicle(s) after the locomotive has been detached. The locomotive must not be detached from the train until the Guard or Shunter has ensured that sufficient hand brakes or scotches are applied to secure the train; the hand brakes or scotches must be applied at the lower end of the train when on a gradient.

10.3 Traction units coupled together—detaching on running line

Traction units must not be uncoupled on a running line except at a signal box or at a signal with a telephone or on a platform line. Unless such working regularly takes place, the Shunter must, before uncoupling, tell the Signalman what movements are to be made.

11. DUTIES OF DRIVERS, GUARDS AND SHUNTERS—PROPELLING

11.1 Definition

11.1.1 Vehicle(s) must be regarded as propelled when pushed by a traction unit.

11.1.2 A traction unit, Push/Pull or Class 253/254 train must be regarded as propelled **only** when pushed dead (i.e. with all vehicles unpowered, whether or not in working order) by a traction unit which is not operating in multiple with it.

11.2 Authority for propelling

Vehicle(s) must not be propelled on a running line except:

(*a*) where authorised in the Sectional Appendix

(*b*) within Station limits

(*c*) on a Track Circuit Block line when making a shunting movement (as defined in Section J, clause 2.1) which is under the protection of signals and which does not require to proceed beyond more than one signal exhibiting a main aspect

(*d*) when making a movement through points worked from a ground frame

(*e*) when making a movement of an Officers' Special—in the right direction only

(*f*) when making a movement of a breakdown train

(*g*) when setting back after over-running a platform or after taking the wrong route at a junction

(*h*) when clearing a disabled train or portion of it from the section, or when the front portion of a divided train is setting back to the rear portion

(*i*) when making a movement in connection with Single Line Working or working to or from the point of obstruction

(*j*) when making a movement of an Engineer's train towards, on or from a line under Absolute Possession, except where propelling of such trains is prohibited in the Sectional Appendix

11.3 Instructions to be observed

11.3.1 When vehicle(s) are to be propelled on a running line, the Guard or Shunter must ensure that:

(*a*) the Signalman is told beforehand that the movement is to be propelled (except through points worked from a ground frame)

(*b*) when available, the automatic brake is in use

(*c*) when the automatic brake is not available, sufficient brakes are applied on the leading vehicles if the line is on a falling gradient

(*d*) the movement is controlled as shown in Section J. He must also keep a good lookout, observe signals, warn any person on or near the line, handsignal to the Driver as necessary and, when riding in a vehicle, be prepared to apply the brake where provided

11.3.2 The Driver is not relieved of the responsibility for observing signals and must observe the provisions of Section J concerning the control of movements. In addition to the normal requirements, he must sound the horn before moving and when approaching a station or level crossing. Except in the case of an Officers' Special, speed must not exceed 20 m.p.h.

12. DUTIES OF DRIVERS, GUARDS AND SHUNTERS—TRACTION UNITS DRIVEN FROM OTHER THAN THE LEADING CAB

12.1 Traction units to be driven from leading cab

The Driver must ensure that his traction unit is driven from the the leading cab when moving on any line except as authorised below.

12.2 Authority for driving from other than leading cab

12.2.1 **During a shunting movement,** a light locomotive (single or in multiple), multiple unit or Push/Pull train may be driven from other than the leading cab. Unless clause 12.2.2 or 12.2.3 also applies, the movement must, however, **always** be driven from the leading cab when:

—within a maintenance/servicing/stabling siding/depot **or**

—entering a shed or building **or**

—proceeding onto vehicles **or**

—approaching buffer stops

12.2.2 **During a propelling movement** (as defined in clause 11.1), any traction unit may be driven from other than the leading cab, but only if a better view of signals or handsignals can be obtained.

12.2.3 **If the driving controls are defective** in the leading cab, any traction unit may be driven from another cab but a multiple unit or Push/Pull train must where possible be driven from another forward facing cab.

NOTE: Unless it is being driven from the leading cab, a locomotive must not closely follow a departing train.

12.3 Instructions to be observed

12.3.1 When authority is given in this clause 12 for a traction unit to be driven from other than the leading cab, the following instructions must be observed:

(*a*) unless he is preceding the leading end, the Guard or Shunter must ride in the leading cab

(*b*) he must keep a good lookout, operate the warning horn as necessary and carefully observe all signals

(*c*) he must signal to the Driver as necessary by means of bell/buzzer communication (where provided) and handsignals and be prepared to stop the movement by operation of the emergency brake valve (where provided)

12.3.2 The movement must be made cautiously and at such reduced speed as will enable it to be stopped within the distance which the person controlling the movement can see to be clear.

13. DUTIES OF DRIVERS—PERMISSIVE WORKING

13.1 Definition

13.1.1 Permissive Working allows more than one train at a time on the same line in a block section or signal section or dead-end platform line.

13.1.2 A shunting movement may, however, be signalled into an occupied section for the purpose of attaching, detaching or removing vehicles from that section whether or not Permissive Working of trains is authorised.

13.2 Authority for Permissive Working

Permissive Working is authorised for any train (except a freight train) on all dead-end platform lines. Where specified

in the Sectional Appendix, Table A, Permissive Working is also authorised for certain classes of train on other lines.

13.3 Instructions to be observed

13.3.1 When the train is allowed to proceed towards the rear of another train which is moving forward, the Driver of the second train must follow cautiously and at a distance which will ensure that he can avoid colliding with the first train if it stops. He must not pass a signal which has been cleared for the preceding train until the signal has been replaced to Danger and again cleared.

13.3.2 Except for the purpose of coupling or uncoupling vehicles, no setting back movement (or, on a bi-directional or dead-end line, no movement in either direction) even for a short distance must be made unless a signal is cleared for the movement or the Signalman's permission is obtained (in which case, he must be told when the movement is completed).

13.3.3 A locomotive may closely follow a train departing from a platform line as far as the platform starting signal. If the locomotive does not closely follow the train, no movement must be made until authorised by the Signalman.

14. DUTIES OF DRIVERS, GUARDS AND SHUNTERS—DEFECTIVE VEHICLES

14.1 'Not to be Moved' boards

A vehicle exhibiting a 'NOT TO BE MOVED' board must not be moved nor must any other vehicle make contact with it.

14.2 Vehicles labelled for repairs

14.2.1 A vehicle labelled 'NOT TO GO' must not be worked away from the station, depot, yard or siding.

14.2.2 A vehicle labelled 'YARD TO YARD FOR REPAIRS' must not make any journey other than that shown.

14.2.3 A vehicle labelled 'FOR REPAIRS' may complete its journey and then be worked to a suitable place for repairs. If labelled 'AUTOMATIC BRAKE AND PIPE DEFECTIVE', the vehicle must be regarded as unfitted. If labelled—'AUTOMATIC BRAKE DEFECTIVE—PIPE OPERATIVE', it must be regarded as piped only. If labelled 'FOR URGENT REPAIR/RESTRICTED MOVEMENT', it must not exceed 35 m.p.h.

14.2.4 On vehicles which are not fitted with label clips, repair labels are nailed to the top step-board nearest the right hand end on each side.

14.3 Vehicles found to be defective

14.3.1 If a Driver or Guard becomes aware of a defect, he must ensure that details are entered in the Repair Book (where provided) and where necessary the M. & E.E. staff are advised. If he considers it necessary, he must arrange for the vehicle to be detached unless the M. & E.E. staff tell him it is safe to travel.

14.3.2 If a vehicle develops a hot axle box and is detached where M. & E.E. staff are not on duty, the Guard or person making the detachment must place a 'NOT TO GO' label endorsed 'HOT AXLE BOX' on each side of the vehicle.

SECTION J. SHUNTING

1. PRINCIPLE

Shunting must be carried out with care to ensure the safety of the movements and employees involved.

2. DEFINITIONS

2.1 'Shunting movements'—movements of trains or vehicles other than the normal passage along running lines.

2.2 'Loose Shunting'—shunting of vehicles which do not remain attached to the movement.

2.3 'Gravitation shunting'—shunting of vehicles where the movement starts on a falling gradient without the use of a locomotive.

2.4 'Shunter'—includes any employee carrying out shunting operations.

2.5 'Signalman' and 'points worked from a signal box'—include a ground frame operator and points worked from a ground frame.

3. DUTIES OF DRIVERS AND SHUNTERS—CONTROL OF MOVEMENTS

3.1 General

Before shunting starts, the Driver and Shunter(s) must reach a clear understanding as to what is required and how movements will be controlled. The Driver must then work under the control of the Shunter and must not make any movement, even when a signal is cleared, unless authorised by him or by a shunting or other indicator operated by him. The movement must not pass a signal at Danger.

3.2 Handsignals

3.2.1 Where movements are controlled by handsignals, the Shunter must give the prescribed handsignals to the Driver and ensure that they are not taken by any other Driver. If the Driver cannot maintain sight of the Shunter or his handsignal, he must stop immediately and not restart until an appropriate handsignal is given.

3.2.2 Handsignals must be given and their meaning understood as follows:

Either arm moved in a circular manner away from body or white * light waved slowly up and down	Driver required to move AWAY from person giving handsignal *
Either arm moved across and towards the body at shoulder height or white * light waved slowly from side to side	Driver required to move TOWARDS person giving handsignal *
Either arm held in a horizontal position with the hand moved up and down	Driver required to slow down.
Hand Danger signal	Driver required to stop immediately

*—a green light must be used if the movement must be made slowly.

3.2.3 The Driver must not start or continue any movement unless he is certain that the handsignal is intended to apply to him and he is clear as to its meaning.

3.3 Radio

Where movements are controlled by instructions given by radio, the Shunter must remain in constant communication with the Driver or the person controlling the movement throughout each movement. The Shunter must speak continuously or transmit a continuous 'bleep' signal. If there is any break in transmission the movement must be stopped immediately. A movement must not start or restart until the appropriate instruction is given verbally.

3.4 Audible signals

Where movements are controlled by a whistle or similar means the following code must be used:

One—Stop Two—go ahead Three—set back

3.5 Movements not accompanied by a Shunter

Where a locomotive is moved which is not accompanied by a Shunter, the Driver must control the movement in accordance with the duties laid down for the Shunter in clause 4.2.

4. DUTIES OF SHUNTERS—GENERAL

4.1 Before shunting starts

Before any shunting movement is made, the Shunter must ensure or obtain an assurance from the person in charge that:

(*a*) the vehicles can safely be moved
(*b*) any person who may be endangered in or near vehicles which may be moved is warned to move clear
(*c*) any road vehicle or other equipment is well clear

4.2 Shunter to control movements

4.2.1 The Shunter must properly control movements to avoid heavy impacts with vehicles or buffer stops and prevent collisions at fouling points.

4.2.2 When practicable, the Shunter must precede on foot any movement which is propelled. Otherwise he must either control the movement from a suitable position on the ground or ride in the leading suitable position from which he can properly control the movement by handsignal and by use of the automatic brake valve, where provided.

4.2.3 Before each movement, he must inspect any hand points to be passed over in the facing direction and ensure that they are correctly fitting and any derailer or scotch block is removed.

4.2.4 After each movement, he must ensure that vehicles are secured where necessary and well clear of any points which are required to be moved. The automatic brake must not be relied upon to secure any vehicle.

4.2.5 The automatic brake must be in use on movements involving attaching to or detaching from a passenger train.

4.3 Prohibited movements

4.3.1 The following vehicles must not be loose shunted nor must vehicles be loose shunted towards them:

Traction units
Engineers' on-track machines
Coaching stock vehicles
Freightliner vehicles
Vehicles containing dangerous goods (loaded or discharged)
Vehicles labelled 'Hand Brake Inoperative'
Vehicles stencilled or labelled 'Not to be loose shunted'

Additionally, vehicles with wheel operated hand brakes must not be loose shunted unless the movement can be safely controlled only by the use of lever operated hand brakes on other vehicles attached to them.

4.3.2 Loose shunting must not be carried out in:

(*a*) a maintenance/servicing/stabling siding/depot **or**

(*b*) a shed or building **or**

(*c*) any location where handbrakes cannot readily be applied because of restricted clearances

4.3.3 When being loose shunted, not more than one raft of vehicles may be propelled while not attached to the movement. Loose shunting must not be carried out by hauling vehicles and uncoupling them while moving.

4.3.4 Gravitation shunting must only be carried out where authorised. The instructions applicable to loose shunting also apply to gravitation shunting.

4.3.5 Vehicles must not be moved using a prop or pole against a locomotive or any rail or road vehicle. Unless authorised, they must not be moved using a chain or rope or pushed by a road vehicle.

4.4 Safety of employees engaged in shunting

4.4.1 A shunting pole must be used when practicable to avoid going in between vehicles to couple or uncouple. When using a shunting pole, the Shunter must not attempt to throw the link over the draw-hook until the buffers are touching.

4.4.2 When necessary to go in between vehicles, the Shunter must wait until the vehicles are together and stationary; but when necessary to go between vehicles to attend to automatic couplers, he must wait until the vehicles have been stopped a safe working distance apart. In either case, he must then exhibit a hand Danger signal to the Driver or instruct the Driver to remain stationary. If there is any possibility of other vehicles being shunted against those between which he requires to work, he must obtain an assurance from the other Shunter(s) concerned that no movement will be made towards them. He must not go in between vehicles until he is satisfied that no further movement may take place.

4.4.3 When uncoupling, the Shunter must disconnect the brake pipes before uncoupling any other connections. When coupling, he must not connect the brake pipes until all other connections have been coupled. While he is attending to the other connections, including the automatic couplers on vehicles

which have been stopped a short distance apart, the air brake pipe cocks must be left open or the vacuum brake pipes left off the dummy couplings on both vehicles to prevent any movement.

Train heating connections which can safely be reached from alongside the vehicles may, however, be coupled or uncoupled before or after the Shunter attends to the brake pipes.

4.4.4 THE SHUNTER MUST NOT REMAIN IN BETWEEN VEHICLES DURING AN 'EASE UP' MOVEMENT.

4.5 Vehicles left on running line or dead-end line

4.5.1 When vehicles have to be left on a running line, the Shunter must ensure that they are properly secured and, during darkness, fog or falling snow, a red light is placed on the rear end of the vehicles (both ends when on a single or bi-directional line).

4.5.2 When vehicles have to be left on a dead-end line where a red or white light is provided on the buffer stops, the Shunter must ensure that, during darkness, fog or falling snow, a red or white light (as appropriate) is placed on the end of the vehicle facing approaching movements.

4.6 Shunting outside home signal

A shunting movement in the wrong direction must not pass beyond the home signal unless authorised by the Signalman, nor must it do so where there is a falling gradient towards the signal box in rear unless:

(*a*) the automatic brake remains operative throughout **or**

(*b*) the locomotive is at the lower end **or**

(*c*) a brake van in which the Shunter is riding is at the lower end and the gradient is not steeper than 1 in 260

4.7 When shunting is completed

When shunting is completed, the Shunter must ensure that:

(*a*) vehicles are within trap points, derailers or scotch blocks and not foul of any other line or inadvertently left on a running line

(*b*) sufficient clearance is left at fouling points for a person to pass safely between the vehicles which are to be left and any movement on the next line

(*c*) ground frame operated points and derailers are left in the normal position and scotch blocks are placed across the rails

5. DUTIES OF DRIVERS, SHUNTERS AND SIGNALMEN—MOVEMENTS OVER POINTS WORKED FROM A SIGNAL BOX

5.1 Signalman's permission to be obtained

5.1.1 Before a movement is made over points worked from a signal box, the Shunter (or Driver when not accompanied by a Shunter) must, unless a signal is cleared for the movement, obtain the Signalman's permission, and, where the points are facing for the movement, check that they are correctly fitting. The Signalman must give this permission verbally or by handsignal (an arm raised above the head by day; or a white light moved quickly by a twisting movement of the wrist by night).

5.1.2 The Signalman's permission need not be obtained if the movement is to pass a shunting or position light signal having a normal yellow indication and the points are set for a route to which the signal, when cleared, does not apply. Before moving such points, the Signalman must first ensure that no movement will be affected.

5.1.3 When shunting movements are being made between sidings and a running line, the Signalman must not move the points without first reaching an understanding with the Shunter (or Driver when not accompanied by a Shunter).

5.2 When movements clear of points

5.2.1 Where it is necessary to indicate to the Signalman that a movement is clear of points which require to be moved, the Shunter must do so by raising an arm above the head by day or exhibiting a white light moved quickly by a twisting movement of the wrist by night. The Driver may so indicate by sounding one short blast on the horn.

5.2.2 Where it is necessary to indicate to the Signalman that a train is clear of points which are required to be moved, the Driver must, if the locomotive is near the points, do so by the following code:

—after crossing from one running line to another: 1 long/1 short

—after shunting clear of all running lines: 3 shorts

5.2.3 Where necessary, the Signalman must obtain an assurance from the Shunter or Driver when shunting is completed that all running lines are clear.

SECTION K. DETENTION OF TRAINS OR VEHICLES ON RUNNING LINES OR LOOPS

1. PRINCIPLE

The Signalman must be reminded of the presence of a train which is stopped at a signal at Danger or a shunting movement which is detained.

2. METHOD

2.1 Means of reminding Signalman

2.1.1 This reminder is given by one or more of the following means:

(*a*) use of the telephone at the signal
(*b*) operation of a track circuit
(*c*) the Guard or Shunter going to the signal box

2.1.2 This reminder may be given by the use of radio **only** in the following circumstances:

(*a*) where specially authorised in connection with Driver Only Operation of Suburban Services **or**
(*b*) if the telephone at the signal has failed when direct communication is available by radio with the Signalman concerned

2.1.3 A black and white diagonal striped sign denotes that a telephone is provided communicating with the Signalman. Where a yellow diamond sign is also provided, the provisions of clause 3.1.2. apply.

2.1.4 A white diamond sign denotes that a telephone is not provided but the presence of the train is indicated to the Signalman by a track circuit.

2.2 Arrangements on D.O. train

On a D.O. train, the Driver must carry out the duties of the Guard or Shunter.

3. DUTIES OF DRIVERS, GUARDS AND SHUNTERS

3.1 When train detained at signal equipped with telephone

3.1.1 After not more than **two** minutes, the Driver must inform the Signalman of the description of the train and the signal at

which it is detained. If the train is required to wait, he must again communicate with the Signalman at intervals of **five** minutes or as otherwise instructed by the Signalman.

The '**two** minutes' mentioned above may be varied in which case a number is inset in the black and white diagonal striped sign at the signal concerned (e.g. '5' indicates that the Driver must comply with this clause after not more than **five** minutes) or instructions are shown in the Sectional Appendix where it is varied at all signals in a specified area.

3.1.2 Where a yellow diamond sign is provided at the signal, the Driver need not remind the Signalman of the presence of the train when detained. He must, however, communicate with the Signalman when the associated white flashing light is exhibited as follows:

WHERE THE YELLOW DIAMOND SIGN DISPLAYS THE LETTER 'T':

—by use of the telephone provided

WHERE THE YELLOW DIAMOND SIGN DISPLAYS THE LETTER 'L':

—by use of the loudspeaking telephone provided; the Driver need not normally alight but can communicate from an open driving cab window

3.2 When train detained at signal NOT equipped with telephone

When the train has stopped, the Driver must sound the horn. The Guard or Shunter must go to the signal box as follows:

WHERE A WHITE DIAMOND SIGN IS PROVIDED AT THE SIGNAL:

—when the train is detained an unusually long time, but in any case after not more than **ten** minutes

WHERE A WHITE DIAMOND SIGN IS **NOT** PROVIDED AT THE SIGNAL:

—in clear weather: after not more than **two** minutes

—during fog or falling snow: **immediately**

3.3 When train detained at signal at which telephone has failed

—AT AN AUTOMATIC, SEMI-AUTOMATIC OR INTERMEDIATE BLOCK HOME SIGNAL:

If the telephone has failed, the Driver must try to communicate with the Signalman by other means; where this is not possible he must pass the signal at Danger and proceed to the next **stop** signal in accordance with Section D. If, however, the telephone is at a semi-automatic signal, he may only pass the signal at Danger in accordance with this clause if he has ascertained that any points, switch diamonds or swing nose crossings are in the proper position for the movement and the signal box or ground frame from which they are worked is closed.

The Driver must stop at the next **stop** signal irrespective of the aspect exhibited and communicate with the Signalman or, if the telephone there has also failed, again comply with this clause 3.3 or, if a telephone is not provided, communicate with the Signalman by the most expeditious means.

—AT ANY OTHER SIGNAL:

If the telephone has failed, the Driver must communicate with the Signalman by the most expeditious means or the Guard or Shunter must go to the signal box.

3.4 When train detained at signal during Time Interval Working

When Time Interval Working applies, the Driver must immediately remind the Signalman of the presence of the train (or comply with clause 3.3 if the telephone has failed) or the Guard or Shunter must immediately go to the signal box.

3.5 When shunting movement detained or vehicles left on line

3.5.1 When a shunting movement is detained for an unusually long time, the Signalman must be reminded of its presence by the Guard or Shunter by the most expeditious means including, where necessary, going to the signal box.

3.5.2 Unless such working regularly takes place, the Guard or Shunter must first tell the Signalman before vehicles are left on the line.

3.6 When necessary to communicate with Signalman by any other telephone

When necessary to use a telephone which is not at the signal at which the train is detained, the person concerned must take particular care to ensure that he is speaking to the right

Signalman and that the Signalman clearly understands which line the train is on.

3.7 When Guard or Shunter required to go to signal box

3.7.1 When the Guard or Shunter is required to go to the signal box, the Driver must use the Driver/Guard communication where provided or sound six blasts on the horn (to be given 3 short/3 short).

3.7.2 On arrival at the signal box, the Guard or Shunter must remind the Signalman of the presence of the train or movement and insert in the Train Register 'Train No ..... detained on ..... line at .....' together with his signature and the time. He must obtain the Signalman's assurance that, where necessary, reminder appliances have been used and then return to his train.

3.7.3 The Driver must not restart until the Guard or Shunter has rejoined the train and given the prescribed 'Ready to Start' signal. When, however, the train is in rear of the signal box, the Driver may draw forward, when the signal is cleared, to enable the Guard or Shunter to rejoin the train; but it must not continue on its journey until the Driver has received the 'Ready to Start' signal.

4. DUTIES OF SIGNALMEN

4.1 Telephone calls

The Signalman must answer promptly any call from a telephone at a signal. If the train is to wait at the signal, he must first briefly tell the Driver the reason for the delay and then instruct him to wait using the words 'wait for the signal'.

4.2 Use of reminder appliances

Where required, the Signalman must immediately use the necessary reminder appliances when a train or shunting movement is detained or vehicles are left on a line where track circuits are not provided.

4.3 Guard or Shunter coming to signal box

The Signalman must countersign the entry made by the Guard or Shunter in the Train Register. Before clearing a signal ahead of the signal box, the Signalman must allow sufficient time for him to rejoin the train.

SECTION M. TRAINS STOPPED BY ACCIDENT, FAILURE, OBSTRUCTION OR OTHER EXCEPTIONAL INCIDENT

1. PRINCIPLE

If a train is stopped by accident, failure, obstruction or other exceptional incident, any running line affected must be protected and any necessary assistance (including emergency services) obtained. Protection of the line on which the train is standing is not necessary if the train will restart within ten minutes.

2. METHOD

2.1 Protection

2.1.1 Protection must be given by hand Danger signals, track circuit operating clips, detonators and placing signals to Danger.

2.1.2 Where reference is made in this Section M to:

(*a*) **'full detonator protection'**
the procedures in clause 2.3 must be applied

(*b*) **'three detonators'**
these must be placed 20 yards (or 20 metres) apart on the same rail

(*c*) **'other line(s)'**
this means any line(s) other than that on which the disabled train is standing

2.1.3 The person required to carry out protection must, when practicable, obtain help from any competent person in order to avoid delay.

2.1.4 Unless otherwise shown, the Driver of a D.O. train must carry out the duties of the Guard in this Section M.

2.2 Track circuit operating clips

A track circuit operating clip must immediately be placed on each adjacent obstructed line.

2.3 Hand Danger signals and detonators

2.3.1 If an assurance can immediately be obtained that the Signalman is giving adequate signal protection, the person required to carry out full detonator protection must place three detonators on each affected line 300 yards (or 300 metres) from the obstruction.

2.3.2 If he cannot immediately obtain such an assurance, he must exhibit a hand Danger signal and place detonators at the following distances from the obstruction:

One detonator at $\frac{1}{4}$ mile (or 400 metres)

One detonator at $\frac{1}{2}$ mile (or 800 metres)

Three detonators at $1\frac{1}{4}$ miles (or 2 km)

He must **additionally** place three detonators on the line before reaching the full distance in the following circumstances:

(*a*) **when a train approaches**

(*b*) **when reaching a signal box or a telephone communicating with a signal box**
full detonator protection need not then be completed if the Signalman advises that protection is being given by signals; but if the signal box or telephone is less than 300 yards (or 300 metres) from the obstruction, the additional three detonators must then be repositioned at that distance

(*c*) **when reaching a tunnel entrance**
if the full distance then falls within the tunnel, the detonators normally placed there must be placed at the far end of the tunnel

(*d*) **when approaching a trailing junction**
discretion must then be used as to the order in which lines are protected

3. DUTIES OF DRIVERS AND GUARDS—PROTECTION

Note: These procedures are modified as shown in the Working Manual for Rail Staff, Part 3, for trains conveying certain dangerous goods.

3.1 Ascertaining whether other lines are obstructed

If the train is stopped by accident, failure, obstruction or other exceptional incident, the Driver and Guard must immediately ascertain whether any other line is obstructed. They must each take a track circuit operating clip, a hand Danger signal and detonators and, unless it is obvious that any other line is obstructed, proceed along the side of the train next to the other line so that they may confer. On a single or multiple track line, they must proceed along the right hand side in the direction of travel.

3.2 Protection of any other obstructed line

3.2.1 If any other line is obstructed, a track circuit operating clip must immediately be placed on that line. The Signalman must be informed of the circumstances and full detonator protection carried out as quickly as possible.

3.2.2 If only one person is available, he must carry out full detonator protection on that line in the direction from which trains approach. If other lines in both directions are obstructed, he must use discretion as to which direction is protected first, having regard to the likelihood and consequences of a train approaching on the lines concerned.

3.2.3 If the Driver and Guard are both available, the Driver must protect any obstructed line used by trains in the opposite direction and the Guard any used by trains in the same direction.

3.3 Protection of the line on which the train is standing

3.3.1 The Guard must carry out full detonator protection in rear of the train on the line on which it is standing unless able to restart **within ten minutes of stopping.** If there is any doubt as to whether this will be possible, such protection must be carried out immediately.

Exceptions:

(*a*) **Track Circuit Block lines**
Such protection is only necessary if Single Line Working, Working by Pilotman, Emergency Block Working (including Time Interval Working), or clause 3.3.2 applies. In all other circumstances, the Guard must, however, place three detonators on the line 300 yards (or 300 metres) in rear of the train whenever the approach view of the train is less than that distance and he must check that the tail lamp is alight during darkness or poor visibility.

(*b*) **Single lines worked by Token**
Such protection is **not** necessary when the Driver is in possession of the Token.

Before carrying out any protection as shown in this clause 3.3.1, the Guard must ensure that any other obstructed line is being protected.

3.3.2 If the train is completely derailed or may have ceased to actuate track circuits, the Guard must **immediately** place a track circuit operating clip on the line concerned.

3.3.3 If the train has failed and assistance is required, this clause 3.3 does not apply but protection as shown in clause 5.2 must be carried out.

3.4 When protection completed

3.4.1 Each person carrying out protection must return to his train when protection is completed unless assistance is to be provided or he needs to continue further in order to communicate with the Signalman.

3.4.2 If the Guard is recalled to his train, he must return leaving three detonators in rear of the train not less than 300 yards (or 300 metres) nor further than the full detonator protection distance from the train. Any other detonators must be taken up.

4. DUTIES OF SIGNALMEN—PROTECTION

4.1 Protection given by Signalman

4.1.1 Provided the Signalman has given adequate protection to the obstructed line, he must tell any person carrying out protection that he need not then proceed to the full protection distance.

4.1.2 Detonators placed on an obstructed line at the signal box must be replaced by the Signalman if they are exploded and must not be taken up until the obstruction is removed.

4.2 When obstruction removed

When the obstruction has been removed, the Signalman must so inform the Driver of the next train over the line concerned and instruct him to proceed cautiously.

5. DUTIES OF DRIVERS, GUARDS AND SIGNALMEN—ASSISTANCE

5.1 Arranging for assistance to be obtained

The Driver and Guard must reach a clear understanding as to who will tell the Signalman that assistance is required. If, however, the Pilotman is present, he will make the arrangements with the Signalman and may undertake the other protection duties of the Driver or Guard in this clause 5. After such arrangements have been made, the disabled train must not be moved until assistance has arrived or other arrangements have

been agreed by all concerned. The Token (where provided) must remain with the disabled train until assistance arrives.

5.2 Protection when assistance required

5.2.1 If immediate communication with the Signalman is available, three detonators must be placed on the line on which the train is standing 300 yards (or 300 metres) from the train in the direction from which assistance will come. Protection is not necessary in the other direction.

5.2.2 If immediate communication with the Signalman is **not** available, three detonators must be placed on the line on which the train is standing 300 yards (or 300 metres) from the train in **both** directions. In addition, full detonator protection must also be carried out in rear with the following exceptions:

(*a*) **Track Circuit Block lines**
Full detonator protection is only necessary if Single Line Working, Working by Pilotman or Emergency Block Working (including Time Interval Working) applies.

(*b*) **Single lines worked by Token**
Full detonator protection is **not** necessary when the Driver is in possession of the Token.

On a One Train Working line, protection must be carried out only in the direction from which assistance can come.

5.2.3 The Driver must carry out any protection required in front of the train and the Guard in rear. On a D.O. train, the Driver must first carry out any protection required in rear, and need only then do so in front if told that assistance will come from the front.

5.2.4 The person carrying out protection must then remain at the detonators placed 300 yards (or 300 metres) from the train unless:

(*a*) these detonators are in a tunnel, in which case he must then continue to the far end of the tunnel **or**

(*b*) full detonator protection is also necessary, in which case he must then continue to the appropriate protection point **or**

(*c*) he needs to communicate with the Signalman, in which case he must continue as far as necessary.

He must also exhibit a hand Danger signal and stop the assisting train on arrival where he is positioned.

5.2.5 If he is told that assistance is coming from the other direction, he must return to his train (except that the Driver of a D.O. train must then carry out protection in accordance with this clause in the other direction). All detonators must be picked up unless he returns from the rear in which case three detonators must be left at the point from which he returns but not less than 300 yards (or 300 metres) nor further than the full detonator protection distance from the train.

5.3 Before assisting train enters section

5.3.1 Before the Signalman authorises the assisting train to enter the section in accordance with Section D, he must obtain an assurance that the disabled train will not be moved and that the Driver or Guard from that train is either conducting the assisting train or stationed at the protection point ready to conduct it from there or will immediately proceed to the protection point. When necessary, the Signalman must ascertain how long that person needs to reach the protection point; he must then wait an appropriate time before allowing the assisting train to enter the section.

5.3.2 The Driver of the assisting train must personally reach a clear understanding with the Signalman as to what is required and the approximate location of the disabled train. Where necessary, the Signalman must instruct the Driver to pass at Danger the signal protecting the obstructed line. He must tell the Driver to which end of the section the disabled train must be taken and instruct him to take possession of the Token (where provided) before assisting and retain it until both trains are clear of the section.

5.4 Assisting train moving towards disabled train

5.4.1 During the movement, the Driver of the assisting train must:

(*a*) observe the appropriate provisions of Section D

(*b*) look out for and stop to pick up the Driver or Guard from the disabled train

(*c*) not enter any tunnel unless that person has been picked up, or the tunnel is clear and he is not in it

(*d*) **stop** on exploding the first detonators protecting the train. These detonators may be only 300 yards (or 300 metres) from the disabled train

5.4.2 The Driver or Guard from the disabled train must:

(*a*) join the Driver of the assisting train

(*b*) indicate the position of the disabled train

(*c*) unless the disabled train is clearly visible from the detonators placed 300 yards (or 300 metres) away, proceed on foot from that point and guide the Driver by handsignal

5.5 Coupling assisting train to disabled train

The Driver of the assisting train must ensure that his train is coupled to the disabled train and the automatic brake pipes, where compatible, are connected.

6. DUTIES OF DRIVERS AND SIGNALMEN—MOVEMENT OF LIGHT LOCOMOTIVE IN WRONG DIRECTION OVER ADJACENT LINE

6.1 Light locomotive to proceed in wrong direction

If a disabled train is to be assisted from the front but a locomotive is not available at that end, a light locomotive may proceed in the wrong direction past the disabled train. The provisions of Section N do not then apply but the following instructions must be observed.

6.2 Before movement starts

6.2.1 Each Signalman concerned must reach a clear understanding as to what is required and the permission of the Area Manager (or Signal Box Supervisor, where provided) must be obtained.

6.2.2 Where the locomotive on a Track Circuit Block line will return to the right line through points which are facing for the movement, the Signalman must arrange for these points to be set for the movement or obtain an assurance from any other Signalman concerned or person operating a ground frame that this has been done. Where a signal is not provided at the points, or where the points are trailing for the movement, the Signalman must ensure that a competent person is stationed at the points to handsignal to the Driver.

6.2.3 On an Absolute Block line, the locomotive must be signalled in accordance with Block Regulation 3, clause 3.13.

6.2.4 Before authorising the Driver to proceed, the Signalman must observe the provisions of Section D.

6.3 During the movement

The Driver and Signalman must observe the appropriate provisions of Section D.

7. DUTIES OF DRIVERS AND SIGNALMEN—TRAIN REQUIRED TO SET BACK FROM POINT OF OBSTRUCTION

If a train is required to set back from a point of obstruction, the Driver and Signalman must observe the appropriate provisions of Section D.

8. DUTIES OF DRIVERS AND GUARDS—FIRE ON TRAIN

8.1 Train to be stopped

Any fire, however small, on a moving train can spread rapidly and must be extinguished promptly and completely. If there is any doubt as to whether this can be done in a few seconds, the train must be stopped immediately. Where possible, it should not be stopped on a viaduct or in a tunnel or other unsuitable place.

8.2 Fire on passenger train

Where practicable, passengers must be moved to unaffected vehicles. Otherwise, they must be told to leave the train on whichever side is safer, to beware of other trains and to stand well clear of all lines. Special care must be taken where there are conductor rails. Use should be made of the public address system where available and if necessary help must be obtained from passengers or other employees.

8.3 Vehicles to be isolated

Where practicable, the burning vehicles must be isolated from the others if there is a risk of the fire spreading.

8.4 Protection

The Signalman must be advised of the circumstances and, where necessary, the Fire Service must be called as quickly as possible. Normal protection need not be carried out until the fire is extinguished unless trains on other lines are endangered, but a track circuit operating clip must immediately be placed on

each affected line including any line on which passengers may alight.

8.5 When fire is out

After the fire is out and/or all passengers are well clear, normal protection must be carried out unless the train can proceed without delay. An employee should ride in any vehicle which has been affected on a passenger train if it can safely go forward. He must be prepared to deal with any subsequent outbreak. Otherwise the Guard (or any suitable person whose services can be obtained by the Driver of a D.O. train) must examine the vehicle as frequently as possible. Passengers should be moved from the vehicle concerned.

9. DUTIES OF DRIVERS AND GUARDS—DIVIDED TRAIN

9.1 Becoming aware of division

9.1.1 If the Driver realises that his train is divided and there is any risk of the portions colliding, he must continue forward until he can safely stop but not pass any signal at Danger unless authorised. He must also alert the Driver of any approaching train. If he sees a green handsignal waved slowly from side to side at a signal box, he must understand that his train is divided.

9.1.2 If the Guard or Driver of any assisting locomotive realises that his train is divided, he must, where possible, immediately stop the rear portion.

9.2 Action to be taken

9.2.1 The Driver and Guard must ensure that the following action is taken as quickly as possible:

(*a*) a track circuit operating clip is placed on any other line unless it is certain that no other line is affected

(*b*) both portions are secured

(*c*) full detonator protection is carried out on any other line which may be obstructed

(*d*) normal protection is carried out on the line on which the divided train is standing

(*e*) the Signalman is advised of the circumstances

(*f*) the vehicles in each portion are counted in order that the whole train can be accounted for

(*g*) the couplings are examined to see whether they may have damaged the permanent way (in which case the Signalman must be informed) and whether the portions can be recoupled

9.2.2 The Guard is responsible for securing the rear portion and for the protection of the line on which the train is standing and any obstructed line used by trains in the same direction.

9.3 If portions can be recoupled

9.3.1 If this can safely be done and provided the wrong direction movement will not pass over any level crossing, the portions must be recoupled. The following instructions must be observed:

(*a*) the Driver must personally obtain the Signalman's permission if the movement is to pass over any worked points or is to be made on a Track Circuit Block line

(*b*) any points must be checked to ensure that they are in the correct position for the movement

(*c*) the movement must be made cautiously under the control of the Guard's handsignals

(*d*) the Driver must inform the Signalman after the train has been recoupled, stopping specially if necessary. The train must also be stopped at the first convenient place for examination by the M. & E.E. staff

9.3.2 A competent person must be provided on a D.O. train to carry out the Guard's duties in this clause 9.3.

9.4 If portions cannot be recoupled

9.4.1 If the portions cannot be recoupled, the Guard must place three detonators 300 yards (or 300 metres) ahead of the rear portion and the front portion must be worked forward. On other than a Track Circuit Block line, a tail lamp must not be exhibited until the train reaches the next signal box.

9.4.2 The Driver must not take the front portion beyond the next signal or, if that signal is not equipped with a telephone, the next signal box without ensuring that the Signalman understands that a portion has been left behind. He must also advise the Signalman when the front portion has arrived complete.

The Driver must also stop immediately before leaving a single line section and then place three detonators on the line behind the front portion.

9.5 **Damaged couplings to be handed in**

Where practicable, any damaged couplings or other parts must be recovered and given with a report of the circumstances to the nearest Area Manager.

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Where practicable, any damaged couplings or other parts must be recovered and given with a report of the circumstances to the nearest Area Manager.

SECTION N. SINGLE LINE WORKING

1. PRINCIPLE

1.1 When the traffic of a double line is to pass over one line (which is not bi-directional) because of engineering work or an obstruction, Single Line Working by Pilotman must be introduced.

1.2 The Pilotman must be present whenever a train enters or fouls any portion of the single line and he must, after obtaining the Signalman's permission, personally authorise all such movements. Where provision is made for any exception to this principle, such movements must be authorised by the Signalman.

2. METHOD

2.1 Appointment of Pilotman

2.1.1 The Area Manager must appoint a person who is competent to act as Pilotman.

2.1.2 The Pilotman must wear on his left arm an armlet with 'Pilotman' in white letters on a red background. If this is not available, he must wear a red flag in the same position until a proper armlet is obtained.

2.1.3 The Area Manager must ensure that a Pilotman's armlet and Single Line Working forms are available at signal boxes and appropriate stations.

2.2 Single Line Working forms

The Pilotman must complete a Pilotman's Single Line Working form. Each Signalman must complete a Signalman's Single Line Working form at the dictation of the Pilotman. (See specimen forms on pages N.14 to N.16).

2.3 Protection of obstructed line

2.3.1 Detonator protection must be provided at each end of the obstructed line at least $\frac{1}{4}$ mile (or 400 metres) or as near as possible to this distance from the crossover through which Single Line Working applies. Sufficient distance must be left where necessary to enable trains to draw ahead or set back towards the obstruction.

2.3.2 Detonator protection must comprise three detonators, 20 yards (or 20 metres) apart, and a red banner flag or board

by day and a red light (showing along the line in both directions) during darkness, fog or falling snow.

2.4 Securing points which become facing

The person shown below must arrange for the following points to be secured for the safety of facing movements:

(*a*) worked points (not fitted with a facing point lock) at or released from the signal box —**Signalman**

The Signalman may request the Pilotman to arrange for these points to be secured where they are remote from the signal box and will not need to be operated during Single Line Working

(*b*) worked points (whether or not fitted with a facing point lock) facing for wrong direction movements at or released from a signal box which is closed —**Pilotman**

(*c*) unworked points —**Pilotman**

2.5 Control of movements in the right direction over the single line

Signals relating to the unobstructed line must be worked where practicable. Movements over AHB or AOCR level crossings which are being locally operated must be controlled by handsignals.

2.6 Control of movements in the wrong direction over the single line

Signals relating to the obstructed line must be disregarded and movements must be controlled by handsignals at the following locations:

(*a*) opposite the signal protecting the crossover where trains return to the proper line or, on an Absolute Block line, opposite the home signal worked from the signal box controlling that crossover

(*b*) opposite any other signal where trains may be required to stop

(*c*) at any AHB or AOCR level crossing which is being locally operated

(*d*) at any manned level crossing protected by signals except where the normal position of the barriers or gates is across the roadway

(*e*) at any intermediate signal box unless closed

Shunting or position light signals must be worked where practicable.

2.7 Withdrawal of Single Line Working

Only the Pilotman may authorise Single Line Working to be withdrawn. He may do so before the obstructed line is clear provided such arrangements have been published or he has obtained the permission of the Area Manager.

3. DUTIES OF PILOTMAN AND SIGNALMEN— BEFORE SINGLE LINE WORKING STARTS

3.1 Arrangements between Pilotman and Signalmen

3.1.1 Before Single Line Working starts, the Pilotman must first reach a clear understanding with each Signalman concerning the arrangements to apply. The Signalman must remind the Pilotman of the presence of any of the following where they will be affected by Single Line Working:

(*a*) manned level crossings protected by signals

(*b*) automatic level crossings

(*c*) barrow or foot crossings with white light indications

(*d*) unworked points

(*e*) intermediate signal boxes which are closed.

He must also tell the Pilotman if the obstructed line is under Absolute Possession.

3.1.2 The Pilotman must ascertain at what time the Signalmen change duty and at what time any intermediate signal box will open.

3.2 Single Line Working forms to be completed

3.2.1 At the time agreed with the Signalmen concerned and provided the line concerned is clear, the Pilotman must complete and sign a Pilotman's Single Line Working form.

3.2.2 He must then dictate a Single Line Working form to the Signalman controlling each crossover between which Single Line Working is to apply and to the Signalman at any intermediate signal box, and record the name of each Signalman on his (the Pilotman's) form.

3.2.3 Each Signalman must, at the Pilotman's dictation, complete a Signalman's Single Line Working form and record the Pilotman's name on the form. The Signalman must read back the completed form to the Pilotman and then record the details in the Train Register.

3.3 Arrangements to be made by Pilotman

After the Single Line Working forms have been dictated, the Pilotman must:

(*a*) arrange for the protection of the obstructed line or to supplement where necessary any protection already provided in connection with an Absolute Possession of that line

(*b*) arrange for a handsignal to be exhibited to trains travelling over the single line in the wrong direction (and, if necessary, he must appoint a Handsignalman to observe the provisions of Section B, clause 8.6) at the following locations:

—opposite the signal protecting the crossover where trains return to the proper line or, on an Absolute Block line, opposite the home signal worked from the signal box controlling that crossover

—opposite any other signal applicable to the obstructed line where trains may be required to stop

(*c*) ensure that any unworked points are secured and padlocked for the safety of movements on the single line. A green flag or light must be placed alongside them when secured and be clearly visible to the Driver of a train approaching in the wrong direction

(*d*) ensure that, where they are facing for wrong direction movements, any worked points (whether or not fitted with a facing point lock) at an intermediate signal box which is closed are secured and padlocked for the safety of movements over the single line

(*e*) retain the key to any padlock by which points have been secured; or, if the points have been secured by another person, take possession of that key and check that such points are properly secured before the first train passes over them in the facing direction

(*f*) ascertain if it is necessary to disconnect track circuit controls and if so, instruct the Signalman to issue form B.R. 29964 to the S & T Technician

(*g*) inform the person in charge of any station where the working will be affected by Single Line Working

(*h*) inform everyone working on or near the line that Single Line Working is to be introduced and which line will be used

(*i*) arrange for any Crossing Keeper concerned to be similarly informed and advised of the arrangements for the working of block indicators (where provided)

(*j*) ascertain the details of any temporary or emergency speed restrictions on the single line

The Pilotman may observe clauses (*e*) and (*i*) when accompanying the first train which he must do specially for this purpose. He may observe clause (*h*) when accompanying that train or he may instruct the Driver to do so if he does not accompany it.

3.4 Arrangements to be made by Signalman

3.4.1 The Signalman must ensure that an Attendant takes duty at any AHB or AOCR level crossing not provided with wrong direction controls and any RC or CCTV level crossing.

3.4.2 The Signalman concerned must tell the person responsible for clearing the obstructed line that any movement on that line must not pass the detonator protection without his permission. He must also ascertain from the Pilotman the distance between the protection and the crossover. Where it is not possible to position the detonator protection at least $\frac{1}{4}$ mile (or 400 metres) from a crossover being used for Single Line Working, the Signalman must instruct the person concerned not to permit any movement towards the detonator protection without his permission. The Signalman must not give such permission until any conflicting movement has passed clear of the crossover. After giving such permission, the Signalman must not permit a conflicting movement over the crossover until the movement on the obstructed line has passed clear or is completed.

3.4.3 The Signalman must tell the Pilotman when the arrangements in this clause 3.4 are complete.

3.5 When arrangements are complete

3.5.1 Before authorising the first train to travel over the single line in the wrong direction, the Pilotman must ensure that the requirements of this clause 3 have been observed. He must tell each Signalman when the arrangements to introduce Single Line Working are complete and advise him of the precise location of each Handsignalman.

3.5.2 The Signalman must then endorse the entry in the Train Register 'Single Line Working started at ..... (time).'

3.5.3 Single Line Working may then start.

4. DUTIES OF PILOTMAN AND SIGNALMEN— DURING SINGLE LINE WORKING

4.1 Authority for movements

4.1.1 The Pilotman must be present and personally authorise any movement which is to enter or foul the single line but he must first obtain the permission of the Signalman controlling the entrance to the section. The Signalman may, however, authorise such a movement without the Pilotman being present when a train is to:

(*a*) enter the single line to assist a disabled train provided the Pilotman's permission has been obtained **or**

(*b*) pass through a trailing crossover in rear of the obstruction **or**

(*c*) pass to or from an unaffected route at a junction at the end of the single line section. (Signals may be worked normally for such a movement and the Driver need not be told that Single Line Working is in operation)

4.1.2 If Time Interval Working is in operation, the Signalman must so inform the Pilotman on each occasion that he gives the Pilotman permission to authorise a movement to enter or foul the single line.

4.1.3 The Signalman must arrange for any worked points not fitted with a facing point lock at or released from his signal box to be secured before he authorises any movement to pass over them in the facing direction.

4.2 Pilotman's instructions to Drivers and Guards

4.2.1 Before authorising a train to enter the single line, the Pilotman must tell the Driver between which crossovers and

over which line Single Line Working applies. Where there is more than one crossover at either end of the section, he must ensure that the Driver clearly understands which crossover is being used for Single Line Working. He must also instruct the Driver not to pass over any AHB or AOCR level crossing which is being locally operated unless authorised by a handsignal exhibited at the crossing.

In addition, the Driver of each train to pass over the single line **in the wrong direction** must be:

(*a*) told the precise locations where handsignals controlling such movements will be exhibited and instructed not to pass such locations unless authorised by exhibition of a handsignal

(*b*) instructed not to pass over any manned level crossing unless authorised by a handsignal exhibited at the crossing or, where the normal positon of the barriers or gates is across the roadway, unless he is satisfied that the crossing is closed to road traffic

(*c*) instructed not to pass over any level crossing equipped with red/green warning lights or any barrow or foot crossing with white light indications until he has ensured it is safe to do so (This does not apply where wrong direction controls are provided)

(*d*) reminded of any unworked points, temporary or emergency speed restrictions and intermediate signal boxes which are closed

4.2.2 The Pilotman must obtain the Signalman's permission before authorising the Driver to pass any signal at Danger

4.2.3 The Pilotman must inform the Driver **and Guard** whenever Time Interval Working applies.

4.2.4 When the arrangements have not been published, the Pilotman must also give the details of Single Line Working to the Guard of any train which is to pass over the single line in the wrong direction.

4.2.5 When the train is worked by two or more locomotives, the Pilotman must give the necessary instructions to each Driver.

4.2.6 Unless the Pilotman is to accompany the first train, he must instruct the Driver of that train to stop and tell everyone working on or near the line that Single Line Working has been introduced.

4.3 Pilotman to ride with Driver

Unless there is another train to follow, the Pilotman must ride with the Driver (rearmost Driver, where there is more than one locomotive).

4.4 Pilotman to check points which have been secured

The Pilotman must from time to time check that any points which have been secured for the duration of Single Line Working remain secure and that the green flag or light at unworked points remains effective.

4.5 Pilotman arriving at end of single line

The Pilotman must immediately inform the Signalman each time he arrives at either end of the single line.

4.6 Failure of train on single line

4.6.1 If the train fails when accompanied by the Pilotman, he must make arrangements with the Signalman for assistance. If the disabled train is to return to the end of the single line at which it entered, the Pilotman must first obtain the Signalman's permission.

4.6.2 If the train fails when not accompanied by the Pilotman, the Signalman must obtain the Pilotman's permission before authorising an assisting train to enter the section. When assistance is to come from the rear, the Pilotman must accompany the assisting train if the disabled train is to be withdrawn to the rear.

4.7 Change of Pilotman

4.7.1 The Pilotman must ensure that his relief fully understands the Single Line Working arrangements and must hand his form, armlet and any padlock keys in his possession to his relief. He must tell each Signalman that he has been relieved and give the name of his relief. The Signalman must record the new Pilotman's name, and the time, on the Single Line Working form. The new Pilotman must sign the Pilotman's form.

4.7.2 After he has been relieved, the former Pilotman must not ride in the driving cab of any train over the single line.

4.8 Change of Signalman

4.8.1 The Signalman must ensure that the Single Line Working arrangements are fully understood by his relief who must sign the Single Line Working form in the presence of the Signalman going off duty.

4.8.2 The new Signalman must tell the Pilotman as quickly as possible that he has taken duty and the Pilotman must note the new Signalman's name together with the time on his form.

4.9 Intermediate signal boxes

4.9.1 Before an intermediate signal box is opened during Single Line Working, the Pilotman must dictate a Single Line Working form to the Signalman

4.9.2 The Signalman at an intermediate signal box must not permit a movement to enter or foul the single line section unless the Pilotman is present. A train not accompanied by the Pilotman may work at an intermediate signal box provided the Pilotman's permission is obtained.

5. DUTIES OF PILOTMAN AND SIGNALMEN— WHEN SINGLE LINE WORKING TO BE WITHDRAWN

5.1 Arrangements to be made by Pilotman

5.1.1 When Single Line Working is to be withdrawn, the Pilotman must first tell each Signalman concerned. When the last train is clear, he must arrange for any Handsignalmen to be withdrawn, any points which have been secured to be released and any green handsignal to be removed.

5.1.2 The Pilotman must tell the person in charge at any station where the working was affected and, where possible, any Crossing Keeper concerned that Single Line Working is being withdrawn and whether the obstructed line will be opened or remain blocked. He must also arrange for the Driver of the next train to stop specially and similarly inform any Crossing Keeper not already advised and everyone working on or near the line.

5.1.3 The Pilotman must arrange for the detonator protection to be withdrawn. If, however, the obstructed line remains under Absolute Possession, he must tell the Person in Charge of the Possession that Single Line Working is being withdrawn and ensure that the necessary detonator protection is left in position.

5.2 Resumption of normal working

5.2.1 When the arrangements to withdraw Single Line Working have been completed, the Pilotman must instruct each Signalman to cancel his Single Line Working form and obtain his assurance that this has been done. The Pilotman must then cancel his own form.

5.2.2 When he has cancelled his Single Line Working form, the Signalman must make and sign an entry in the Train Register:

> 'Single Line Working on the ..... line between ..... and cancelled at ..... (time).'

Normal working may then be resumed.

5.2.3 All cancelled forms must be forwarded to the Area Manager without delay.

6. DUTIES OF DRIVERS

6.1 Authority to enter single line

6.1.1 The Driver must not enter the single line without the personal authority of the Pilotman except when an assisting train is to enter the section to assist a disabled train.

6.1.2 When authorised by the Pilotman to enter the single line, the Driver must ensure he clearly understands which line and precisely which crossover is being used at each end for Single Line Working and any other instructions which the Pilotman gives him. When authorised to pass over the single line in the wrong direction, he will be reminded by the Pilotman of any unworked points or temporary or emergency speed restrictions.

6.1.3 The Pilotman will ride with the rearmost Driver or follow on a subsequent train.

6.2 Observance of signals

6.2.1 The Driver of a train passing over the single line in the right direction must not pass any signal at Danger unless authorised by the Signalman, Pilotman, Handsignalman or Crossing Keeper.

6.2.2 Trains in the wrong direction will be controlled only by handsignals. These will be exhibited at the following locations (and signals relating to the obstructed line must be disregarded):

(*a*) opposite the signal protecting the crossover where trains return to the proper line or, on an Absolute Block line, opposite the home signal worked from the signal box controlling that crossover

(*b*) opposite any other signal where the Driver is told that trains may be required to stop

(*c*) at any AHB or AOCR level crossing which is being locally operated

(*d*) at any manned level crossing protected by signals unless the Driver is told that the normal position of the barriers or gates is across the roadway

(*e*) at any intermediate signal box unless the Driver is told that the box is closed

6.2.3 When instructed by the Pilotman, the Driver must ensure that he clearly understands at which locations his train will be controlled by a handsignal.

6.3 Movements over the single line

6.3.1 The Driver of the first train over the single line must proceed cautiously and stop where necessary to enable the Pilotman (or Driver himself, when so instructed by the Pilotman) to tell everyone working on or near the line that Single Line Working is being introduced. He must also stop where necessary for the Pilotman to advise a Crossing Keeper of the arrangements.

6.3.2 The Driver of each train must stop at any location where movements are being controlled by handsignals unless a handsignal is exhibited authorising him to proceed.

6.3.3 The Driver of any train in the right direction which is required to pass a signal at Danger and of each train in the wrong direction must observe the appropriate provisions of Section D.

6.4 Failure of train on single line

6.4.1 If the train fails when accompanied by the Pilotman, he will make the arrangements with the Signalman for assistance.

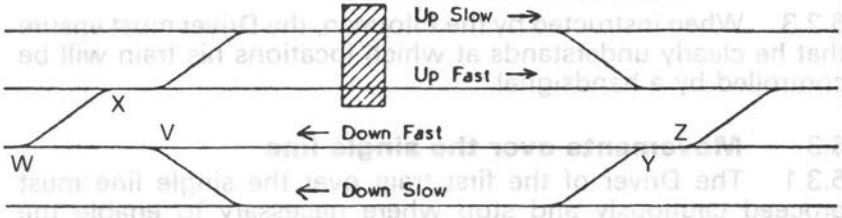
6.4.2 If the train fails when not accompanied by the Pilotman, the Signalman will obtain the Pilotman's permission before authorising an assisting train to enter the single line. When assistance is to come from the rear, the Pilotman will accompany the assisting train if the disabled train is to be withdrawn to the rear.

7. SINGLE LINE WORKING ON TRACK CIRCUIT BLOCK LINES WHERE MORE THAN ONE RUNNING LINE IS AVAILABLE

7.1 Method

7.1.1 Where there are more than two running lines and all lines in one direction are blocked but two or more lines remain open to traffic, Single Line Working in accordance with this Section N must be introduced over one of the unobstructed lines. Trains in the normal direction must only pass over the other line(s).

7.1.2 In the accompanying example, Up trains must pass over the Down Fast line on the authority of the Pilotman who will normally remain at 'X'. Down trains must pass over the Down Slow line.



7.1.3 Single Line Working forms must be amended as necessary.

7.2 Where conflicting movements can be avoided

Where possible, the Signalman must arrange for all trains in the right direction to be diverted to the line(s) to be used by such trains before reaching the Single Line Working and to run beyond the Single Line Working so that they will not conflict with trains being worked in the wrong direction.

7.3 Where conflicting movements cannot be avoided

Where conflicting movements cannot be avoided, the following arrangements must apply:

(*a*) the Pilotman must appoint a Handsignalman at 'B' to observe the provisions of Section B, clause 8.6.

(*b*) up trains may pass over the Down Fast line when authorised by the Pilotman, but movements

between 'Y' and 'Z' must be authorised by the Handsignalman at 'B' on the instructions of the Signalman

(*c*) down trains may pass over the single line between 'Z' and 'Y' when authorised by the Handsignalman at 'B' on the instructions of the Signalman, and between 'V' and 'W' when authorised by the Pilotman. It is not necessary for the Pilotman to be present to authorise movements between 'Z' and 'Y'

7.4 Protection arrangements

7.4.1 If protection of any line is necessary in accordance with Section M, account must be taken of the direction in which trains may pass in accordance with this working and not the normal direction of running.

7.4.2 Unless the arrangements are shown in the Weekly Operating Notice, the Driver of each train in the normal direction must be told that trains on the adjoining line will be running in the opposite direction.

7.5 Special working arrangements

When the Handsignalman is positioned at other than a signal, the Driver must be told so that he may be prepared to stop his train there.

8. WORKING OF TRAINS TO AND FROM THE POINT OF OBSTRUCTION

When both lines of a double line are blocked and it is necessary for trains to work to and from the point of obstruction, all trains must pass over one line on which Single Line Working must be introduced in accordance with this Section N, with the following modifications:

(*a*) detonator protection must be provided where trains approaching the obstruction are required to stop unless a signal can be maintained at Danger for this purpose. Where necessary, any detonator protection provided in accordance with Section T, Part III, must be repositioned to allow trains to run to the required place

(*b*) all trains must be accompanied by the Pilotman

(*c*) Singie Line Working forms must be amended as necessary

PILOTMAN'S SINGLE LINE WORKING FORM

BR87216

..... Location ..... 19.....

I have been appointed by ..... to act as Pilotman.

All trains between the facing/trailing* crossover No .....

at ..... and the facing/trailing* crossover No .....

at ..... will pass on the .....line. This information has been dictated to the following Signalmen:

Signal Box	Name of Signalman	Time Form Dictated
.....	.....	.....
.....	.....	.....
.....	.....	.....

ALL SIGNALMEN ADVISED THAT SINGLE LINE WORKING STARTED at ..... (time/date)

Signed ..... (Pilotman)

Change of Signalmen:

Signal box: .....

	Name	Time/date	Name	Time/date	Name	Time/date
1st changeover	.....	.....	.....	.....	.....	.....
2nd ,,	.....	.....	.....	.....	.....	.....
3rd ,,	.....	.....	.....	.....	.....	.....
4th ,,	.....	.....	.....	.....	.....	.....

BR87216 (cont)

Other Information

The following are affected by Single Line Working:

—Automatic level crossings at .....

—Manned level crossings at .....

—Bridleway/footpath* crossings with warning lights at .....

—Barrow/foot crossings* with white lights at .....

—Unworked points at .....

—Intermediate signal boxes (closed) at .....

—Temporary speed restrictions:

of .....m.p.h between .....& .....

of .....m.p.h between .....& .....

of .....m.p.h between .....& .....

Change of Pilotman:

This form noted by ..... at .....(time/date)

..... at .....(time/date)

..... at .....(time/date)

..... at .....(time/date)

Cancellation of Single Line Working:

Signal Box	**Name of Signalman**	**Time Form Cancelled**
.....	.....	.....
.....	.....	.....
.....	.....	.....

This form cancelled at .....(time/date).

Signed .....(Pilotman).

*—delete as required.

SIGNALMAN'S SINGLE LINE WORKING FORM
BR87216/1

.....Signal box..... 19.....

I have been instructed that all trains between the facing/trailing* crossover No.....at ..... and the facing/trailing* crossover No.....at .....must pass on the .....line.

This form is being completed at the dictation of .....

.....who will act as Pilotman and who is present/speaking from* .....at.....time.

Signed.....

Change of Signalman:

This form noted by ..... at.....(time/date).

..... at.....(time/date).

..... at.....(time/date).

Change of Pilotman:

Name of New Pilotman	Noted by Signalman (name) at	time/date
.....	.....	.....
.....	.....	.....
.....	.....	.....

Cancellation of Single Line Working

This form cancelled at .....(time/date).

Signed.....

*—delete as required.

SECTION P. APPOINTMENT OF LOOKOUTMEN

1. PRINCIPLE

When working on or near the line, each person must have sufficient warning of the approach of trains, including movements on a line under Absolute Possession, to enable him to reach a position of safety. When necessary, the person in charge of the work must appoint one or more Lookoutmen.

2. DEFINITIONS

Note: Further guidance is given in departmental instructions.

2.1 Person in charge of work

Where a person in charge has not been nominated, the senior person with the longest continuous service must carry out the duties of the person in charge of the work.

2.2 Work

'Work' means any activity except walking, patrolling, inspecting, examining or work of a minor nature; these exceptions apply provided it is practicable to look up frequently and ensure that trains do not approach unnoticed while such activity is carried out.

2.3 On or near the line

'On or near the line' means within 6 feet 6 inches (or 2 metres) of the nearest rail of any line or siding.

2.4 Danger likely to arise

Danger must be considered as 'likely to arise' if anyone may be unable to reach a position of safety before a train passes. In considering this likelihood, the person in charge must take account of:

(*a*) the warning time available of approaching trains
(*b*) the time needed to remove any tools or equipment
(*c*) the time needed to ensure that each person can reach a position of safety

3. DUTIES OF PERSON IN CHARGE OF WORK

3.1 Appointment of Lookoutmen

3.1.1 When work is to be carried out on or near the line, the person in charge must appoint a Lookoutman if:

(*a*) danger is likely to arise from approaching trains **or**

(*b*) trains may approach during darkness, fog or falling snow, or in a tunnel **or**

(*c*) he (the person in charge) does not hold a current certificate (BR.13152/1) indicating that he is competent to decide whether or not lookout protection is required

3.1.2 The person in charge must appoint additional Lookoutmen as necessary where:

(*a*) protection is required in both directions i.e. on a single or bi-directional line or when Single Line Working applies

(*b*) warning will need to be given by touch because of noise from mechanical plant, etc, nearby

(*c*) the approach of trains cannot otherwise be seen, heard or indicated in sufficient time for everyone to reach a position of safety

3.1.3 The person in charge must ensure that each Lookoutman is in possession of a current certificate of competency as a Lookoutman (BR. 12575), is properly equipped and is wearing a 'Lookout' armlet.

3.2 Positioning of Lookoutmen

The person in charge must position the Lookoutman so that adequate warning of approaching trains will be received by everyone to be protected.

3.3 Before work starts or restarts

3.3.1 The person in charge must not permit work to start until the arrangements to provide lookout protection are complete and everyone to be protected is aware of the means by which the Lookoutman will give warning and the position of safety to which he must go when warning is given.

3.3.2 Before permitting work to start, or restart after the passage of a train, the person in charge must ensure that it is safe to do so.

3.4 Lookoutmen not to be distracted

The person in charge must ensure that the Lookoutman does not take any part in the work, nor is distracted while the work is continuing.

3.5 Working during fog or falling snow

Work must be carried out during fog or falling snow only when essential, in which case the person in charge must, if there would be insufficient warning of approaching trains, arrange with the Operations Department for the passage of trains to be stopped on the line(s) concerned. He must then arrange for protection in accordance with Section T, Part II, to be provided on each line concerned before work is allowed to start. If necessary, work must be suspended and not allowed to restart until these arrangements have been completed.

3.6 Where more than one group working

Where two or more groups are to work at a site and it is desirable to arrange to share a Lookoutman between the groups, the person in charge of each group must confer and agree the appointment of one Lookoutman. They must then ensure that this Lookoutman understands for whom he is responsible. Each person in charge must point out to his own staff who is acting as Lookoutman.

4. DUTIES OF LOOKOUTMEN

4.1 Competence

An employee appointed to act as Lookoutman must have been passed as competent.

4.2 Equipment

The Lookoutman must wear a "lookout" armlet above the left elbow and have with him:

—a whistle or horn
—six detonators
—a red flag (and, if necessary, a blue and white chequered flag) during daylight
—a handlamp during darkness, fog or falling snow or in a tunnel
—a current certificate of competency as a Lookoutman (BR 12575)

4.3 Positioning of Lookoutman

The Lookoutman must position himself as directed by the person in charge of the work and remain there until told by the person in charge that the work is finished and everyone is clear or he is relieved by another Lookoutman. Except when relieved, he must not leave his post while the work is continuing.

4.4 Warning of approaching trains

4.4.1 The Lookoutman must be alert for the approach of trains and not allow his attention to be distracted nor take any part in the work.

4.4.2 When a train approaches, the Lookoutman must immediately give warning by sounding his whistle or horn or if necessary by shouting. If anyone being protected fails to acknowledge this warning immediately by raising an arm above the head and moving to a position of safety, an urgent warning must be given by a series of short, sharp blasts on the whistle or horn until everyone has moved to a position of safety.

4.4.3 Where warning is given by touch, the Lookoutman must immediately give such warning when a train approaches and repeat the warning to anyone who does not immediately move to a position of safety.

4.4.4 Where an additional Lookoutman has been appointed and he is required to indicate approaching trains to the Lookoutman by a handsignal, he must do so by waving a blue and white chequered flag slowly from side to side above the head until acknowledged. The Lookoutman must give this acknowledgement by raising a blue and white chequered flag above the head.

4.5 Lookoutman unable to maintain adequate protection

If the Lookoutman is unable to give adequate protection because someone is moving too far away or he is unable to see the additional Lookoutman (where provided) or for any other reason, he must sound the warning. When everyone is clear, he must so inform the person in charge.

SECTION R. LOADING OR UNLOADING RAIL VEHICLES DURING ENGINEERING WORK

1. PRINCIPLE

Precautions must be taken to ensure the safety of employees on or near rail vehicles which may be moved when Engineer's materials are loaded or unloaded.

2. METHOD

The person in charge of the work is responsible for the safety of employees when they are loading or unloading moving or stationary vehicles. He (instead of the Guard, where provided) must control any movement of vehicles which are being loaded or unloaded. Before authorising any movement, he must ensure that adequate warning is given to anyone who may be affected.

3. DUTIES OF PERSON IN CHARGE OF WORK, DRIVERS AND GUARDS

3.1 The person in charge must tell the Driver beforehand when he is to take control of movements and when such movements are finished. Where, however, a Guard is provided, the person in charge must instead reach a clear understanding with the Guard as to when he (the person in charge) is to take and give up control of movements and the Guard must tell the Driver accordingly.

3.2 Before signalling to the Driver to start, to vary the speed or to stop, the person in charge must warn any employees on or near the vehicles and ensure that they have stopped work and have taken up a safe position.

3.3 The person in charge must give the Driver the normal handsignals or audible signals applicable to shunting movements. During darkness, however, the handsignals for moving away or moving towards must only be given with a green handsignal as shown in Section J, clause 3.

3.4 When employees have to remain on vehicles which may be moved, the person in charge and the Guard (where provided) must apply sufficient handbrakes to keep the couplings tight when hauled and the buffers touching when propelled.

3.5 Before acting on any signal given by the person in charge, the Driver must sound the horn as an acknowledgement

and a warning. He must maintain a uniform speed and not exceed walking pace.

3.6 The person in charge must not permit sleepers or, unless specially authorised by the Engineer, rails to be unloaded from moving vehicles.

SECTION S. PROTECTION OF HAND TROLLEYS ON RUNNING LINES NOT UNDER ABSOLUTE POSSESSION

1. PRINCIPLE

1.1 A trolley must be protected when on a running line which is not under Absolute Possession.

1.2 When not in use, the trolley must be placed well clear of the line and its wheels secured by chain and padlock. Where possible, the wheels must be secured to a fixed structure.

1.3 The person in charge of the work is responsible for the protection, proper use and securing of the trolley.

2. METHOD

2.1 Agreement between person in charge of work and Signalman

2.1.1 The person in charge must obtain the Signalman's permission before a trolley is placed on the line. The Signalman must not give permission unless there is a suitable interval between trains.

2.1.2 Except in emergency, a trolley must not be used during fog or falling snow.

2.2 Protection of trolley

2.2.1 The person in charge must arrange for the trolley to be protected in the direction(s) from which trains may approach. A stop signal, which must be directly controlled from the signal box or equipped with a signal post replacement switch, must be maintained at Danger in rear of the portion of line over which the trolley is to be moved. On a single or bi-directional line, this arrangement must be made at both ends of this portion of line.

2.2.2 A Handsignalman must be positioned at this signal(s) or, if it is not equipped with a telephone, in the controlling signal box. Provided the person in charge is in possession of the Token (where provided), Handsignalmen need not be appointed when the trolley is to be placed on the line within a single line section or within the protection of the home signal ahead of the single line section.

3. DUTIES OF PERSON IN CHARGE OF WORK AND SIGNALMEN—BEFORE TROLLEY IS PLACED ON THE LINE

3.1 Arrangements between person in charge and Signalman

The person in charge must advise and agree with the Signalman:

(*a*) on which line the trolley will be placed

(*b*) between which locations it will be moved and whether any wrong direction movement will be made

(*c*) the length of time required, the time when permission may be given for the trolley to be placed on the line and the time it must be clear

(*d*) which signal(s) will be maintained at Danger

(*e*) the location(s) where a Handsignalman (if required) will be positioned

3.2 Protection given by signals

When the trolley is to be protected by a signal controlled from the signal box, the Signalman must, at the time agreed with the person in charge, place or maintain at Danger the signal in rear of the portion of line on which the trolley is to be moved and place in the proper position for the movement any points within that portion of line. He must also place any points between the protecting signal and that portion of line in the proper position to prevent any movement fouling or crossing the line protected by that signal. He must use the necessary reminder appliances

3.3 Handsignalmen to be in position

The person in charge must ensure that the necessary Handsignalmen are appointed (to observe the provisions of Section B, clause 8.7) at the time agreed for the trolley to be placed on the line. He must instruct any Handsignalman at a signal equipped with a signal post replacement switch to operate the signal to Danger and so maintain it until the trolley is clear of the line. The Handsignalman will obtain the Signalman's permission before operating the signal to Danger and tell the Signalman when he has done so.

3.4 Entries to be made in Train Register

3.4.1 When the necessary signal protection has been given and after receiving advice that the necessary Handsignalmen are in position, the Signalman must make an entry in the Train Register:

'Trolley authorised on ..... line between ..... and ..... at ..... time. Signal/Release No(s) ..... maintained at Danger/Normal'

When the trolley is to be protected by the release of the Token, the Signalman must make and sign a similar entry, in addition to any normally required, when he hands over the Token to the person in charge.

3.4.2 He must then advise any other Signalman (who must make an appropriate entry in his Train Register) or Crossing Keeper involved.

3.5 Entries in Train Register to be countersigned

3.5.1 Before permitting the trolley to be placed on the line, the person in charge must whenever practicable countersign the Signalman's entry in the Train Register. Otherwise, he must ask the Signalman to read back the entry and when satisfied that it is correct, he must repeat his name, department, place from where he is speaking and the time. The Signalman must endorse the entry accordingly.

3.5.2 When positioned in the signal box, the Handsignalman will countersign the entry in the Train Register.

4. DUTIES OF PERSON IN CHARGE OF WORK AND SIGNALMEN—WHEN TROLLEY IS ON THE LINE

4.1 Signal protection

4.1.1 The Signalman must ensure that the signal protecting the trolley is maintained at Danger until the trolley is clear of the line. He must not authorise any other movement to foul or cross the portion of line protected by that signal.

4.1.2 He must not rely on the trolley to operate any track circuit.

4.2 Working of trolley

The person in charge must ensure that:

(*a*) the trolley is not used on a gradient steeper than 1 in 50 unless specially authorised by the Engineer

(*b*) the trolley is equipped with a braking system in good order

(*c*) the trolley is not insecurely loaded nor overloaded or likely to foul another line

(*d*) at least two people are with the trolley when moving and one of them is expressly in charge of the brake

(*e*) no-one rides on the trolley

(*f*) a hand Danger signal is exhibited on the trolley and is clearly visible in the direction(s) from which trains normally approach

4.3 Arrival of trolley at signal or signal box

4.3.1 The person in charge must obtain the Signalman's permission before allowing the trolley to pass any signal at Danger.

4.3.2 He must inform the Signalman of the arrival of the trolley at any signal box or signal provided with a telephone.

4.3.3 When the trolley arrives within the protection of the home signal, the person in charge may arrange for a Handsignalman to be appointed at that signal or, if it is not equipped with a telephone, in the controlling signal box. Any Handsignalman at a signal or in the signal box in rear may then be withdrawn.

4.3.4 When the person in charge is in possession of the Token and Handsignalmen are not provided, he must remind the Signalman of the presence of the trolley when stationary within the protection of the home signal.

4.4 Movements over level crossings

4.4.1 The trolley must not pass over any manned level crossing unless it is closed to road traffic.

4.4.2 The trolley must not:

(*a*) come within the controls of an AOCL level crossing

(*b*) come within the controls of an AHB or AOCR level crossing unless the crossing is being locally operated

(*c*) pass over any level crossing with red/green warning lights unless the person in charge has ensured that it is safe to do so

4.5 Movements in wrong direction

The trolley may be moved in the wrong direction provided it does not:

(*a*) approach within $\frac{1}{4}$ mile (or 400 metres) ahead of the signal which is being maintained at Danger to protect the trolley **or**

(*b*) pass over any unworked points unless they are secured for the safety of the movement

4.6 Movements on Tokenless Block lines

The trolley must not pass over any track circuit or treadle at the entrance to or exit from the section.

5. DUTIES OF PERSON IN CHARGE OF WORK AND SIGNALMEN—WHEN TROLLEY IS CLEAR OF THE LINE

5.1 When trolley is clear of the line

The person in charge must advise the Handsignalman and Signalman when the trolley is clear of the line and, when in possession of the Token, he must take it to whichever signal box or instrument is nearer.

5.2 Protection to be withdrawn

5.2.1 When the Handsignalman has withdrawn his protection or the person in charge has returned the Token, the Signalman must make an entry in the Train Register:

'Trolley clear of ..... line at ..... (time)'.

The entry must be countersigned as shown in clause 3.5. The Signalman must advise any other Signalman (who must make an appropriate entry in his Train Register) or Crossing Keeper concerned.

5.2.2 The Signalman may then clear any signal which has been maintained at Danger to protect the trolley. Where the trolley has been protected by a signal controlled to Danger by a signal post replacement switch, he may authorise the Handsignalman to restore the signal to automatic working.

4.5 Movements in wrong direction

The trolley may be moved in the wrong direction provided it does not:

(a) approach within ½ mile (or 400 metres) ahead of the signal which is being maintained at Danger to protect the trolley or

(b) pass over any unworked points unless they are secured for the safety of the movement

4.6 Movements on Tokenless Block lines

The trolley must not pass over any track circuit or treadle at the entrance to or exit from the section

5. DUTIES OF PERSON IN CHARGE OF WORK AND SIGNALMEN—WHEN TROLLEY IS CLEAR OF THE LINE

5.1 When trolley is clear of the line

The person in charge must advise the Handsignalman and Signalman when the trolley is clear of the line and, when in possession of the Token, he must take it to whichever signal box or instrument is nearer.

5.2 Protection to be withdrawn

5.2.1 When the Handsignalman has withdrawn his protection or the person in charge has returned the Token, the Signalman must make an entry in the Train Register:

Trolley clear of ..... line at ..... (time)"

The entry must be countersigned as shown in clause 3.5. The Signalman must advise any other Signalman (who must make an appropriate entry in his Train Register) or Crossing Keeper concerned.

5.2.2 The Signalman may then clear any signal which has been maintained at Danger to protect the trolley. Where the trolley has been protected by a signal controlled to Danger by a signal post replacement switch, he may authorise the Handsignalman to restore the signal to automatic working.

SECTION T. PROTECTION OF ENGINEERING WORK AND OBSTRUCTION OF THE LINE

SECTION T, PART I —PROTECTION OF THE LINE WHEN IT BECOMES UNSAFE

1. PRINCIPLE

If a line becomes unsafe, the person in charge must ensure that:

(*a*) a track circuit operating clip (when available) is immediately placed on the line concerned

(*b*) detonator protection is provided in the direction(s) from which trains may approach

(*c*) the Signalman is advised by the quickest possible means

2. METHOD

2.1 The person carrying out detonator protection must exhibit a hand Danger signal and place three detonators, 20 yards (or 20 metres) apart, on the affected line $1\frac{1}{4}$ miles (or 2 km) from the unsafe portion of line. He must **additionally** place three detonators on the line before reaching this distance in the following circumstances:

(*a*) **when a train approaches**

(*b*) **when reaching a signal box or a telephone communicating with a signal box**

detonators need not then be placed at the full distance if the Signalman advises that protection is being given by signals

if a signal can be placed to Danger by signal post replacement switch, this must be done before placing detonators

(*c*) **when reaching a tunnel entrance**

if the full distance then falls within the tunnel, the detonators normally placed there must be placed at the far end of the tunnel

(*d*) **when approaching a trailing junction**

discretion must then be used as to the order in which lines are protected

2.2 Maintaining protection

The person concerned must remain at the detonator protection and exhibit a hand Danger signal. Provided he can safely do so, he must withdraw the protection when a junction signal is cleared for an unaffected route and reinstate the protection immediately the signal is replaced to Danger.

2.3 Withdrawal of protection

When the line is again safe for trains to pass, the Signalman must be advised and the protection withdrawn. When a signal post replacement switch has been used, the Signalman's permission must be obtained before the signal is restored to automatic working.

SECTION T, PART II—PROTECTION OF ENGINEERING WORK WHEN THE ENGINEER DOES NOT TAKE ABSOLUTE POSSESSION OF THE LINE

3. PRINCIPLE

A line which is not under Absolute Possession must be protected before a stationary obstruction is placed on that line or work is started which may affect the safety of that line.

4. METHOD

4.1 Agreement to be reached between Operations and Engineering Departments

Before undertaking work affecting the safety of the line, the Engineering Departments concerned must agree with the Operations Department the locations and times of work. These times must be selected to minimise interference with the passage of trains.

4.2 Protection of work

4.2.1 The person in charge of the work must arrange for each line affected to be protected in the direction(s) from which trains may approach by either of the following means:

(*a*) a stop signal (which must be directly controlled from the signal box or equipped with a signal post replacement switch) must be maintained at Danger

in rear of the work. A Handsignalman must be positioned at the signal(s) to be maintained at Danger, or, if it is not equipped with a telephone, in the controlling signal box

(*b*) where there is not a suitable stop signal within a convenient distance in rear of the work, a Handsignalman must be positioned at the site of the work and a distant Handsignalman must be positioned $1\frac{1}{4}$ miles (or 2 km) in rear of the work. This distance must be extended to the further end of any tunnel in which the distant Handsignalman would otherwise be located

On a single or bi-directional line, these arrangements must be made on both sides of the work, but if clause (*b*) applies, only one Handsignalman need be appointed at the site of the work provided he can give adequate warning to trains approaching in either direction.

4.2.2 Where the work is between the distant signal and the home signal, the person in charge must also request the Signalman concerned to maintain the distant signal at Caution.

4.2.3 Where work affects two or more lines in the same direction which are immediately adjacent, only one Handsignalman need be appointed who must protect each line affected.

4.3 Liaison with Signalman

The person in charge must keep in touch as necessary with the Signalman to ensure that trains are not delayed. If existing communications between the person in charge and the Signalman and/or the Handsignalman are inadequate, they must be supplemented as necessary.

5. DUTIES OF PERSON IN CHARGE OF WORK AND SIGNALMEN—BEFORE WORK STARTS

5.1 Arrangements between person in charge and Signalman

Before work starts which may affect the safety of the line, or before a stationary obstruction is put on the line, the person in charge must advise and agree with the Signalman:

(*a*) which line(s) will be affected

(*b*) the location of work

(*c*) the length of time required, the time when permission may be given for the work to start and the time it must be completed or stopped

(*d*) the location(s) where a Handsignalman will be positioned

(*e*) which signal(s), if any, will be maintained at Danger

5.2 When protection is given by signals

When work is to be protected by a signal(s) controlled from the signal box, the Signalman must, at the time agreed with the person in charge, place or maintain the signals concerned to Danger and use the necessary reminder appliances.

5.3 Handsignalmen to be in position

The person in charge must ensure that the necessary Handsignalmen are appointed (to observe the provisions of Section B, clause 8.7) at the time agreed for the work to start. He must instruct any Handsignalman at a signal equipped with a signal post replacement switch to operate the signal to Danger and so maintain it until the work is completed or stopped. The Handsignalman will obtain the Signalman's permission before operating the signal to Danger and tell the Signalman when he has done so.

5.4 Entries to be made in Train Register

When any necessary signal protection has been given and after receiving advice that the necessary Handsignalmen are in position, the Signalman must make an entry in the Train Register:

'..... line obstructed between ..... and ..... at ..... (time)'.

He must endorse this entry as appropriate:

—'Signal/Release Nos ..... maintained at Danger/Normal' or

—'Signal protection not required'.

He must then advise any other Signalman (who must make an appropriate entry in his Train Register) or Crossing Keeper involved.

5.5 Entries in Train Register to be countersigned

5.5.1 Before permitting the work to start, the person in charge must, whenever practicable, countersign the Signalman's entry in the Train Register. Otherwise, he must ask the Signalman to read back the entry and when satisfied that it is correct, he must repeat his name, department, place from where he is speaking and the time. The Signalman must endorse the entry accordingly.

5.5.2 When positioned in the signal box, the Handsignalman will countersign the entry in the Train Register.

6. DUTIES OF PERSON IN CHARGE OF WORK AND SIGNALMEN—WHEN WORK IS COMPLETED OR STOPPED

6.1 When line is safe for trains to pass

When the work is completed, or stopped to enable trains to pass, the person in charge must advise the Handsignalman and Signalman when the line is safe.

6.2 Protection to be withdrawn

6.2.1 When the Handsignalman has withdrawn his protection, the Signalman must make an entry in the Train Register:

'Obstruction removed ..... line clear at ..... (time)'.

The entry must be countersigned as shown in clause 5.5. The Signalman must advise any other Signalman (who must make an appropriate entry in his Train Register) or Crossing Keeper concerned.

6.2.2 The Signalman may then clear any signal which has been maintained at Danger to protect the work. Where the work has been protected by a signal controlled to Danger by a signal post replacement switch, he may authorise the Handsignalman to restore the signal to automatic working.

6.2.3 The Signalman must specially observe the operation of any track circuits during the passage of the first train over the lines affected by the work.

7. DUTIES OF PERSON IN CHARGE OF WORK AND SIGNALMEN—IF WORK IS RESUMED

If the work is to be resumed, the person in charge and Signalman must again observe the requirements of clause 5.

SECTION T, PART III—PROTECTION OF ENGINEERING WORK WHEN THE ENGINEER TAKES ABSOLUTE POSSESSION OF THE LINE

8. PRINCIPLE

When work will necessitate the complete stoppage of trains on a running line, the Engineering Departments concerned must arrange with the Operations Department for an 'Absolute Possession' of that line.

9. METHOD

9.1 Arrangements to be agreed

Agreement must be reached with the Operations Department as to the extent and duration of the possession and the location of the work.

9.2 Publication of details of possession

Except in emergency or to cover exceptional circumstances and then only by agreement with the appropriate Operations Officer, advice of any possession necessitating diversion, Single Line Working or special working of trains must be given in the Weekly Operating Notice.

9.3 Appointment of Person in Charge of Possession

9.3.1 The Engineering Departments concerned must appoint a person who is competent to be in charge of a possession. He must be primarily appointed for this purpose and not have other responsibilities unless specifically agreed at a pre-planning meeting. He is referred to herein as the PERSON IN CHARGE OF THE POSSESSION (or PICOP).

9.3.2 Except in emergency, the PICOP must be appointed at the pre-planning meeting and his name must be advised promptly to the Operations Department to enable the Signalman to be told before the date of work. If, in exceptional circumstances, this appointment has to be changed, the Operations Department must be told as soon as possible so that the Signalman can be notified.

9.3.3 The PICOP must wear on his left arm a yellow armlet with the words 'Person I.C. Possession' in red letters.

9.4 Appointment of Engineering Supervisor

9.4.1 The Engineering Departments concerned must appoint a person to be in charge of each work site under the possession. He is referred to herein as the ENGINEERING SUPERVISOR.

9.4.2 The name of each Engineering Supervisor must be advised to the PICOP before the possession starts. An Engineering Supervisor may, however, himself act as PICOP subject to the requirements of clause 9.3.

9.4.3 The Engineering Supervisor must wear on his left arm a yellow armlet with the words 'Engineering Supervisor' in blue letters. If also acting as PICOP, he must wear both armlets.

9.5 Communications within possession

The ability of the PICOP to keep in touch with Engineering Supervisors, Signalmen, Handsignalmen and others must be considered at the pre-planning meeting. If existing communications are inadequate, they must be supplemented by additional telephones or radio.

9.6 Length of blocked line

Normal train signalling is suspended on a line which is blocked by a possession. The length of such line must therefore be kept as short as practicable to minimise the distance that trains work without the protection of the signalling system.

9.7 Shortening or lengthening of possession

If it is essential and then only provided it has been specifically agreed with the Operations Department at the pre-planning meeting (or in an emergency with the appropriate Operations Officer), the limit(s) of a possession may be moved. Arrangements must be specially laid down for each occasion that such working is required.

9.8 Trains passing through or crossing possession

9.8.1 No train, except an Engineer's train, may enter or pass through a possession. If any other train is required to pass through the area of a possession, the possession must be properly given up and retaken. Such working must only be resorted to when essential and the number of such interruptions of work must be kept to the minimum in the interests of safety.

9.8.2 If, however, trains are required to cross the area of possession, a separate possession must be taken on each side

of the connections or through crossing over which trains are to be worked.

9.9 Protection of possession

9.9.1 The possession must be protected by a signal(s) which is directly controlled from the signal box or equipped with a signal post replacement switch.

9.9.2 Detonator protection must be provided at each end of the possession and on any line joining the possession at a junction. It need not be provided where a crossover, loop or siding joins the line under possession but these points must be kept in the proper position for the possession. Detonator protection is not necessary when the Token is used to provide protection on a single line.

9.9.3 Where reference is made in this Section T Part III to 'detonator protection', this must comprise three detonators, 20 yards (or 20 metres) apart, on the line concerned and a red banner flag or board by day and a red light, which may be steady or flashing, (showing along the line in both directions) during darkness, fog or falling snow.

9.10 Level crossings

9.10.1 Any AHB or AOCR level crossing on a line blocked by a possession must be locally operated unless arrangements have been made to ensure that the crossing controls will not be actuated by the work or movements other than those passing normally over the crossing in a direction for which controls are provided. Such arrangements must apply during the whole time of the possession unless it has been agreed by the appropriate Operations Officer that the crossing(s) need only be locally operated during the times when it is affected by the work. The supervising signal box must remain open unless the crossing controls will not be actuated by the work or any movements.

9.10.2 The road traffic signals and audible warnings must be disconnected at any AOCL level crossing if they would otherwise be actuated by work or by movements other than those passing normally over the crossing.

9.10.3 An Attendant must be provided at any RC or CCTV level crossing if the work may cause a track circuit(s) to be actuated within 200 yards (or 200 metres) of either side of the crossing or within the protecting signal if it is further than that distance from the crossing, **or** if the Engineer's trains are required to **work** within that distance.

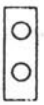
9.11 Indication of work sites

9.11.1 Work sites in the possession must be indicated by marker boards except where:

(*a*) there are no trains or on-track machines in the possession **or**

(*b*) there is only one work site and the only movements are on-track machines

9.11.2 Each marker board is double-sided and comprises two flashing lights as follows:

FLASHING INDICATION	MEANING
Red Red	ENTRANCE to work site area. Not to be passed without authority of Engineering Supervisor
 Yellow Yellow	EXIT from work site area. Not to be passed without authority of PICOP

9.11.3 Marker boards must, whenever practicable, be positioned on the left-hand side of the line (in the normal direction of travel) at the locations agreed between the PICOP and the Engineering Supervisor.

9.11.4 A marker board must be positioned at least 100 yards (or 100 metres) from each end of the work site. If, however, the detonators protecting the possession come within this distance, the marker board must be positioned at the detonators. If the marker boards for adjacent work sites would otherwise be closer to each other than 100 yards (or 100 metres), only one pair of marker boards must be provided to protect both sites.

9.12 Movements within possession

9.12.1 Movements within or entering a work site area indicated by marker boards must be authorised by the Engineering Supervisor. Where two work sites are indicated by one pair of marker boards, one Engineering Supervisor (as arranged by the PICOP) must authorise all movements within or entering the combined work site areas and only this person must wear the armlet prescribed in clause 9.4.3.

9.12.2 All other movements within or entering the possession must be authorised by the PICOP.

9.12.3 Whenever safe and practicable, on-track machines must be coupled to one another or trains coupled together to minimise the number of movements.

9.13 Signalling work

9.13.1 When the possession is given for the purposes of signalling and other work or when work which will interfere with the normal operation of signalling equipment is to be carried out on a line which is already under possession, the provisions of Section E, clause 8, will be observed by the Signalman and S & T Technician. The PICOP must also observe those provisions so far as they concern him.

9.13.2 When the possession is given for the sole purpose of signalling work, the provisions of Section E do not apply but the PICOP appointed by the S & T Department is responsible for the safety of movements within the possession.

10. DUTIES OF PICOP AND SIGNALMEN— ARRANGING THE POSSESSION

10.1 Time of possession to be agreed

The PICOP must agree with the Signalman controlling the signal(s) leading to the line concerned the actual time when the possession can be granted.

10.2 Signal protection

10.2.1 Before granting the possession, the Signalman must:

(*a*) agree with the PICOP which signal(s) will protect the possession and arrange for it to be placed to Danger (When necessary, the Signalman must obtain an assurance from the person concerned that this signal has been placed to Danger by a signal post replacement switch and will be so maintained until the possession is given up)

(*b*) arrange for all other signals leading to or across the possession to be placed to Danger and all points to be placed in the proper position for the possession

(*c*) arrange for all controlled signals relating to the line within the possession to be placed to Danger

(*d*) use the necessary reminder appliances

(*e*) advise any other Signalman involved and obtain each Signalman's assurance that he will observe

the requirements of this clause as applicable. Each Signalman so advised must make and sign an entry in his Train Register indicating the lines blocked, the limits of the possession, the signals maintained at Danger and the points operated to protect the possession.

(*f*) request the Signalman concerned to place the block indicator for the affected line to **Train on line** unless Single Line Working is in operation

10.2.2 When the protecting signal is to be placed to Danger by a signal post replacement switch, the PICOP must instruct the person concerned to obtain the Signalman's permission before operating the signal to Danger and tell the Signalman when he has done so.

10.3 **Detonator protection**

10.3.1 The PICOP must, having obtained an assurance from the Signalman that all signals leading to or across the possession will be maintained at Danger, arrange for detonator protection to be provided on the line concerned as follows:

(*a*) Detonator protection must be placed $\frac{1}{4}$ mile (or 400 metres) ahead of the stop signal which is to be maintained at Danger in rear of the possession **or**, where there are connections or through crossings ahead of that signal, $\frac{1}{4}$ mile (or 400 metres) ahead of those connections or crossings.
Where this distance cannot be obtained, the detonators must be placed as far as possible ahead of the signal, connection or crossing **and** when trains are to be worked over the connection or through crossing, the PICOP must appoint a Handsignalman at the detonators (to observe the provisions of Section B, clause 8.8) if movements are to be made in the possession.

(*b*) Detonator protection must be placed $\frac{1}{4}$ mile (or 400 metres) on the approach side of the stop signal ahead of the possession **or,** where there are trailing connections or through crossings between the possession and that signal, $\frac{1}{4}$ mile (or 400 metres) on the approach side of those connections or crossings. Where this distance cannot be obtained, the detonators must be placed as far as possible from the signal, connection or crossing.
Whenever trains are to be worked over a trailing connection or through crossing between the possession and the stop signal ahead, the PICOP must

appoint a Handsignalman at the detonators (to observe the provisions of Section B, clause 8.8) if movements are to be made in the possession.

10.3.2 If Single Line Working is already in operation, the Signalman must tell the PICOP who must supplement the protection provided when insufficient for the possession.

10.3.3 On a single line, the PICOP may, instead of arranging detonator protection, obtain the Token (where provided). Otherwise, detonator protection, as shown in clause 10.3.1 (*a*), must be provided at each end of the possession.

10.3.4 The PICOP must instruct the persons concerned to inform him (either directly or via the Signalman who must pass on such advice) when they have placed the detonator protection.

10.4 Level Crossings

10.4.1 Before granting the possession, the Signalman must advise any Crossing Keeper involved.

10.4.2 When such provision is required, the Signalman must ensure that an Attendant has taken duty at any AHB, AOCR, RC or CCTV level crossing on the line blocked by the possession. Where arrangements have been made to ensure that the controls at an AHB or AOCR level crossing will not be actuated by the work or by any movements other than those which will pass normally over the crossing in a direction for which controls are provided, the PICOP and Signalman must note the fact on the form provided (see specimen on pages T.22 and T.23) and in the Train Register respectively, when the possession is granted.

10.5 Signalman to grant possession

10.5.1 When he has obtained an assurance from the PICOP that the necessary protection has been provided, the Signalman must then make an entry in the Train Register:

(Down)/(Up) ..... line from detonators placed ahead of ..... signals/points*No(s) ..... to detonators placed in rear of signals/points* No(s) ..... has been taken possession of by .....(name of PICOP) of ..... Department at ..... hours.

PICOP's signature or place from where he is speaking*

.....

* Delete as required

When the detonators are within the clearing point, the Signalman must endorse the entry accordingly.

10.5.2 Whenever practicable, the PICOP must countersign the Signalman's entry in the Train Register. Otherwise, he must ask the Signalman to read back the entry and when satisfied that it is correct, he must repeat his name, department, place from where he is speaking and the time. The Signalman must endorse the entry accordingly.

10.5.3 When the PICOP requires possession of a single line by obtaining the Token, the Signalman must, when handing over or permitting the release of the Token, make an entry in the Train Register, indicating the time the possession is granted. The PICOP must countersign this entry unless he obtains the Token from an instrument which is not at a signal box.

A signal box at which movements are not required to enter or leave the possession need not open specially to enable the Token to be delivered to the PICOP. Before leaving duty, the Signalman must place the Token on the Train Register and clear and replace to Danger the section signal where it is released by the Token. He must also make an entry in the Train Register which the PICOP must countersign when taking the Token.

11. DUTIES OF PICOP, ENGINEERING SUPERVISORS AND SIGNALMEN—DURING THE POSSESSION

11.1 Signal protection

11.1.1 The Signalman concerned must ensure that the signals protecting the possession are maintained at Danger until the possession is given up. Any points within the possession must also be maintained in the proper position except when necessary to permit a movement to enter or leave the possession.

11.1.2 When the PICOP has taken possession of a single line by obtaining the Token, he must retain it until the possession is given up.

11.2 Record of arrangements

The PICOP must record the details of the arrangements for the possession and the time when work at each site starts and finishes. (See specimen form on pages T.22 and T.23).

11.3 Start of work

11.3.1 The PICOP must not authorise any work to start until the Signalman has granted the possession.

11.3.2 Before work starts at a work site, the PICOP must give the Engineering Supervisor a written authority (see specimen on page T.24) to start work or the Engineering Supervisor must complete such a form at the PICOP's dictation. The Engineering Supervisor must then erect the necessary marker boards at the locations and time agreed with the PICOP. The PICOP must not give such permission until any movement which he has authorised and may be affected has passed clear or is completed.

11.3.3 The PICOP must, when necessary, arrange for any unworked points to be secured.

11.4 Movements towards possession

11.4.1 The Signalman concerned must obtain the PICOP's permission before authorising an Engineer's train to proceed from either end towards the detonators protecting the possession or to enter the possession at an intermediate point. The Signalman must ensure the line is clear and safe for the movement in accordance with Section D. He must advise the Driver of the circumstances and, where necessary, instruct him to pass at Danger the signal protecting the possession and proceed cautiously in accordance with Section D to the detonators. The PICOP must authorise any movement beyond the detonators or through the points protecting the possession and he must tell the Signalman when the movement has passed clear of the detonators or points.

11.4.2 When the PICOP has taken possession of a single line by obtaining the Token, the Signalman concerned must obtain the PICOP's permission before authorising any movement to pass at Danger the protecting signal at either end of the single line.

11.5 Movements within possession

11.5.1 The Engineering Supervisor must authorise any movement within a work site area or requiring to pass a marker board at the entrance thereto. All other movements within the possession must be authorised by the PICOP.

11.5.2 The person authorising a movement which is required to pass a signal at Danger must so instruct the Driver.

11.5.3 When a Handsignalman is required at the protecting detonators in accordance with clause 10.3, the Signalman's

permission must be obtained before any movement towards the detonators is authorised. The Signalman must not give such permission until any train, for which signals have been cleared, has passed clear. When such permission has been given, the Signalman must not permit a train to pass over the connection or through crossing until the Engineer's movement has passed clear or been completed. The person authorising the movement towards the detonators must tell the Signalman when it has been completed.

11.6 Movements from possession

The PICOP must inform the Signalman when a movement requires to leave the possession. The Signalman must ensure the line is clear and safe for the movement in accordance with Section D before authorising the Driver (directly or via the Guard) to proceed beyond the detonators.

11.7 Movements—additional instructions

11.7.1 When instructing the Driver or Guard, the person authorising a movement must:

(*a*) ensure that a clear understanding is reached as to what is required and how far the movement is to proceed

(*b*) remind him that the movement must be made cautiously

(*c*) tell him not to pass over:

—any manned level crossing unless it is closed to road traffic **or**

—any AHB or AOCR level crossing which is being locally operated unless authorised by the Attendant **or**

—any crossing with red/green warning lights or barrow or foot crossing with white light indications unless he has ensured that it is safe to do so **or**

—any unworked points in the facing direction unless he has ensured that they are secured for the safety of the movement

The person authorising the movement must also ensure that advice of the movement is given to the person operating any RC or CCTV level crossing and, where practicable, to the person operating any other crossing.

If, however, the movement will pass over an AHB or AOCR level crossing which does not require to be locally operated, the Driver or Guard must be so informed and told to pass over the crossing without stopping specially. The Signalman's permission must first be obtained for each such movement within the possession.

11.7.2 Each movement must be authorised only by the person shown in clause 11.4, 11.5 or 11.6. He must, whenever practicable, personally instruct the Driver or Guard concerned; when this cannot be done, he must arrange for a competent person to pass the instructions to the Driver or Guard.

11.7.3 The PICOP must arrange for the detonator protection to be reinstated immediately after any movement has passed.

11.7.4 When movements are detained or vehicles stabled in the possession other than within a work site area, the PICOP must arrange for a red light to be exhibited at each end of the vehicle(s) during darkness, fog or falling snow or in a tunnel.

11.8 Change of PICOP or Engineering Supervisor

11.8.1 The PICOP must tell his relief the location of any trains, vehicles or on-track machines in the possession and give him details of any movement which he has authorised. He must also ensure his relief properly understands the details of the protection arrangements, the work site areas, any unworked points which have been secured, the arrangements at any level crossings, and any Single Line Working arrangements. He must hand the form prescribed in clause 11.2 to his relief.

11.8.2 The PICOP must advise the Signalman at the signal box where the possession was granted that he has been relieved, giving the name and department of his relief. The Signalman must record this information in the Train Register. If, however, the signal box is closed, the new PICOP must advise the Signalman when the signal box opens.

11.8.3 The Engineering Supervisor must give his relief the details of the arrangements at the work site and hand him the form prescribed in clause 11.3.

11.9 Change of Signalman

The entry in the Train Register must be countersigned by each Signalman taking up duty.

11.10 Closing of signal box

11.10.1 A signal box need not remain open during a possession provided movements are not required to enter or leave the possession at that signal box or, if the signal box supervises an AHB or AOCR level crossing, arrangements have been made to ensure the crossing controls will not be actuated. The signal box at which the possession was granted must be open when the possession is given up except when the PICOP has taken possession of the single line by obtaining the Token.

11.10.2 The Signalman must advise the PICOP when the signal box is to close and when it has re-opened.

11.11 When work is completed at a work site

11.11.1 When work is completed at a work site, the Engineering Supervisor must give the PICOP a written certificate (see specimen on page T.24) to the following effect:

(*a*) the portion of line affected by the work is clear and safe for trains to run on

(*b*) all marker boards have been removed

(*c*) anyone remaining on or near the line has been told that traffic working may be resumed

11.11.2 The Engineering Supervisor may, however, verbally give this assurance to the PICOP, but he must then endorse the certificate accordingly and forward it to the PICOP in the manner agreed between them.

12. DUTIES OF PICOP AND SIGNALMEN—GIVING UP THE POSSESSION

12.1 Possession no longer required

When the PICOP has received a written or verbal assurance from each Engineering Supervisor that the work is complete in accordance with clause 11.11 (and, when the PICOP is acting as Engineering Supervisor, he has himself ensured that these requirements are met), the PICOP must tell the Signalman at the signal box where it was granted that he is ready to give up the possession.

12.2 Detonator protection to be withdrawn

12.2.1 The PICOP must then arrange for the detonator protection to be withdrawn. If, however, Single Line Working remains in operation, he must tell the Pilotman that the possession is to be given up and ensure the necessary detonator protection is left in position.

12.2.2 The PICOP must instruct the persons concerned to inform him (either directly or via the Signalman who must pass on such advice) when they have withdrawn the detonator protection.

12.2.3 The PICOP must ensure that all unworked points are released.

12.3 **Possession to be given up**

12.3.1 When the detonator protection has been withdrawn, the PICOP must so advise the Signalman and give him an assurance that the line is clear and safe to run on. The Signalman must then make an entry in the Train Register:

'(Down)/(Up) ..... line from detonators placed ahead of signals/points*No(s) ..... to detonators placed in rear of signals/points*No(s) ..... clear and safe to run on. Possession given up by .....(name of PICOP) of .....Department at ..... hours'.

PICOP's signature or place from where he is speaking*

.....

*Delete as required.

Whenever practicable, the PICOP must countersign this entry. Otherwise, he must ask the Signalman to read back the entry and when satisfied that it is correct, he must repeat his name, department, place from where he is speaking and the time. The Signalman must endorse the entry accordingly.

12.3.2 When, however, possession of a single line has been taken by obtaining the Token, the PICOP must, when the possession is no longer required, return the Token to the signal box at either end of the section. The Signalman must make a note of the circumstances in the Train Register. This must be countersigned by the PICOP. If the signal box is closed, the PICOP must, when returning the Token, sign and leave a note to the effect that the line is clear and safe to run on.

Note: The PICOP may restore the Token at an instrument which is not at a signal box provided he first reaches a clear understanding with the Signalman. He need not then countersign the Signalman's entry in the Train Register.

12.4 **Resumption of traffic working**

12.4.1 The Signalman must advise any other Signalman (who must make an appropriate entry in his Train Register) or Crossing Keeper concerned that the possession has been given up. Arrangements must then be made for the release of the signals (including any operated by signal post replacement switch) which were maintained at Danger for the possession and, unless Single Line Working is in operation, for the block indicator to be restored to **normal.**

12.4.2 The Signalman must specially observe the operation of any track circuits during the passage of the first train over the lines affected by the possession.

13. DUTIES OF DRIVERS AND GUARDS

13.1 **Authority for movements**

13.1.1 Movements must **only** be made on the authority of the person shown below :

(*a*) movements towards the possession or requiring to leave the possession at the protecting detonators—**Signalman**

(*b*) movements within a work site area indicated by marker boards or requiring to pass a marker board at the entrance to a work site area—**Engineering Supervisor**

(*c*) all other movements within the possession and movements requiring to enter the possession at the protecting detonators—**Person in charge of possession**

Whenever practicable, this person will personally instruct the Driver or Guard. Otherwise he will arrange for a competent person to do so.

13.1.2 The Driver must not pass any signal at Danger within the possession unless authorised by the PICOP or Engineering Supervisor. A signal showing a proceed aspect may be passed without authority but the normal meaning of the aspect must be disregarded.

13.2 **Movements to be made cautiously**

When making a movement towards, within or from the possession, the Driver must observe the provisions of Section D until the movement is brought under the control of a signal. In addition, he must be prepared to stop where required by handsignal.

SECTION T, PART IIIA—PROTECTION OF ENGINEERING WORK IN SIDINGS

14. METHOD

When Engineering work necessitates the stoppage of movements in a siding, the Engineer's person in charge of the work must arrange with the local Operations Department Supervisor for a possession of the whole siding when practicable, or the affected portion of the siding. Agreement must be reached as to the extent and duration of the possession. If only part of the siding is to be closed, the Operations Department Supervisor must first ensure that the Shunter is advised of the arrangements.

(Note: These instructions do not apply in respect of work carried out in accordance with the General Appendix, Section 5.)

15. DUTIES OF PERSON IN CHARGE OF WORK AND SIGNALMEN/GROUND FRAME OPERATORS—WHERE THE WHOLE SIDING CAN BE CLOSED

15.1 Points to be clipped

Before work starts, the person in charge must ensure that the points leading to the siding (where necessary, at both ends) are clipped and padlocked to prevent movements into the siding. He must retain the key to the padlock until the possession is given up.

15.2 Reminder appliances to be used

Where the points are worked from a signal box or ground frame, the person in charge must, before arranging for the points to be clipped, obtain the permission of the Signalman or Ground Frame Operator who must then place the points in the required position and place reminder appliances on the appropriate lever(s). He must record the time when the possession is taken and given up.

16. DUTIES OF PERSON IN CHARGE OF WORK—WHERE PART OF A SIDING IS TO BE CLOSED

Before work starts, the person in charge must ensure that rail stops or similar approved devices are provided across

the rails (where necessary, at both ends of the site of work) to prevent movements towards the portion of siding affected. A red banner flag or board must be provided on the approach to the rail stops by day; a steady or flashing red light (facing approaching movements) must be provided during darkness, fog or falling snow.

BR29966/4

RECORD OF ARRANGEMENTS WITHIN THE ABSOLUTE POSSESSION OF THE ..... LINE(S) BETWEEN ..... AND .....

(Form referred to in Rule Book, Section T, Part III)

Record of arrangements	**Locations**	**Arranged Time/Date**	**Withdrawn Time/Date**
Detonator protection —ahead of signals/ points numbers	.....	.....	.....
—in rear of signals/ points numbers	.....	.....	.....
Handsignalmen	.....	.....	.....
Points secured	.....	.....	.....
Level crossings affected	.....	.....	.....
AHB or AOCR level crossings not required to be locally operated	.....	.....	.....
Signals maintained at Danger by signal post replacement switch	.....	.....	.....
Any other information	.....	.....	.....

RECORD OF WORK

Engineering Supervisor	Department	Item of work and work site	Started Time and date	Finished Time and date

Signature of PICOP taking possession .....
time/date

BR29966/4 (cont)

Signatures of relieved PICOP and new PICOP and time/date of changeover:

First changeover .... time/date .....

Second changeover .... time/date .....

Third changeover..... ..... time/date .....

Fourth changeover..... ..... time/date .....

I, being the PICOP giving up this possession, certify that I have advised the Signalman at ..... that the line(s) is clear and safe for trains to run on.

SIGNED..... time and date .....

Note: On completion this form must be submitted in accordance with departmental instructions.

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ENGINEERING SUPERVISOR'S CERTIFICATE

(Certificate referred to in Rule Book, Section T, Part III)
(A separate certificate must be completed for each line affected by the work)

START OF WORK

Authority is given by ..... (Name of PICOP) to start the ..... (description) work at ..... (location) affecting the ..... line.

SIGNED* .....PICOP time/date.....

NOTED by.....Eng Sup time/date.....

Certificate noted by relieving Engineering Supervisors:—

NAME..... Time/date.....

NAME..... Time/date.....

* — if dictated, the PICOP's name to be entered by the Engineering Supervisor.

COMPLETION OF WORK

I, being the Engineering Supervisor in charge of the above work site, certify that:

(*a*) the portion of line affected by the work is now clear and safe for trains to run on

(*b*) all marker boards have been removed

(*c*) anyone remaining on or near the line has been told that traffic working may be resumed

SIGNED..... time and date .....

NOTE: This certificate is in addition to any required in connection with the isolation or re-energisation of the traction current.

SECTION T, PART IV—PROTECTION OF LINE WHICH MAY BE FOULED BY CRANES OR OTHER MECHANICAL EQUIPMENT

17. METHOD

17.1 Where a running line may be fouled

When work involves a crane or other mechanical equipment which may foul a running line, the provisions of Section T, Part II, must be observed in respect of each line affected with the following modifications:

(*a*) an Operations Department Supervisor (ODS) must be in attendance at the site of work. He must observe the duties laid down for the person in charge of the work in Section T, Part II

(*b*) on other than a Track Circuit Block line, when the work is to be protected in accordance with clause 4.2.1(*a*), a Handsignalman need not be provided when the site of work is within station limits or, where there is only one stop signal for the line concerned, within the clearing point

(*c*) the person in charge of a crane or other mechanical equipment must not allow any work to start which may foul the line until he has obtained permission from the ODS

(*d*) when the work is completed, or stopped to enable trains to pass, the person in charge must, after ensuring that the equipment is moved or secured clear of the line, advise the ODS when the line is safe for trains to pass. The ODS must obtain this assurance before complying with clause 6.1. After giving this assurance, the person in charge must ensure that no further work takes place which may foul the line until authorised by the ODS

17.2 Where a siding may be fouled

The provisions of Section T, Part IIIA, must be observed in respect of any siding which may be fouled by a crane or other mechanical equipment.

SECTION T, PART IV—PROTECTION OF LINE WHICH MAY BE FOULED BY CRANES OR OTHER MECHANICAL EQUIPMENT

17. METHOD

17.1 Where a running line may be fouled

When work involves a crane or other mechanical equipment which may foul a running line, the provisions of Section T, Part II, must be observed in respect of each line affected with the following modifications:

(a) an Operations Department Supervisor (ODS) must be in attendance at the site of work. He must observe the duties laid down for the person in charge of the work in Section T, Part II;

(b) on other than a Track Circuit Block line, when the work is to be protected in accordance with clause 4.2.1 (a), a Handsignalman need not be provided when the site of work is within station limits or, where there is only one stop signal for the line concerned, within the clearing point;

(c) the person in charge of a crane or other mechanical equipment must not allow any work to start which may foul the line until he has obtained permission from the ODS;

(d) when the work is completed, or stopped to enable trains to pass, the person in charge must, after ensuring that the equipment is moved or secured clear of the line, advise the ODS when the line is safe for trains to pass. The ODS must obtain this assurance before complying with clause 6.1. After giving this assurance, the person in charge must ensure that no further work takes place which may foul the line until authorised by the ODS.

17.2 Where a siding may be fouled

The provisions of Section T, Part IIIA, must be observed in respect of any siding which may be fouled by a crane or other mechanical equipment.

SECTION U. TEMPORARY AND EMERGENCY SPEED RESTRICTIONS

PRINCIPLE

Drivers must be notified of temporary or emergency speed restrictions to enable trains to pass safely over the portion of line affected.

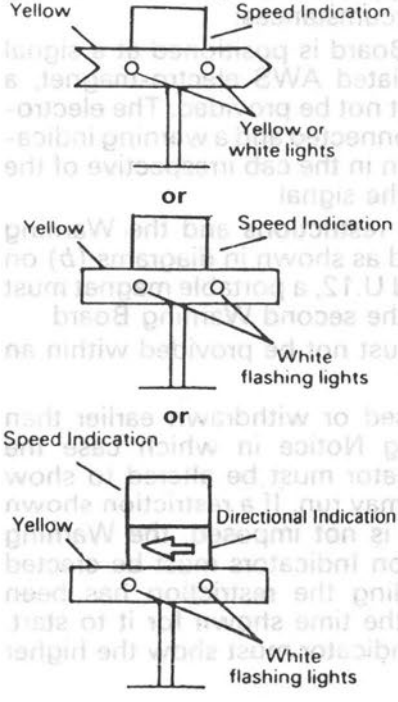
PART I—TEMPORARY SPEED RESTRICTIONS

1. METHOD

1.1 Procedure and Equipment

1.1.1 When possible a temporary speed restriction must be pre-arranged and shown in the Weekly Operating Notice.

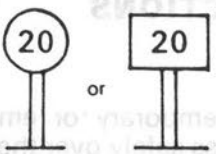
1.1.2 Warning Boards and Speed and Termination Indicators must be erected as shown below and where practicable must be placed on the left side of the line to which they apply:



A Warning Board denotes a restriction ahead, and the speed which applies. The Warning Board may be floodlit.

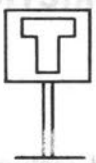
A Directional Indication denotes a restriction ahead on a route or line to the left (as illustrated) or right of the straight route at a diverging junction. (Note—the straight route is normally as described in Section C, clause 3.3 or 4.5).

Speed Indicator



A Speed Indicator denotes the beginning of the restriction and the speed permitted.

Termination Indicator



A Termination Indicator denotes the end of the restriction.

The Warning Board lights must be lit at all times and the Warning Board indications and Speed and Termination Indicators must be lit during darkness.

1.1.3 A portable AWS magnet must be positioned about 200 yards (or 200 metres) on the approach side of the Warning Board except in the following circumstances:

(*a*) where the Warning Board is positioned at a signal which has an associated AWS electro-magnet, a portable magnet must not be provided. The electro-magnet must be disconnected and a warning indication will then be given in the cab irrespective of the aspect exhibited by the signal

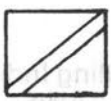
(*b*) where there are two restrictions and the Warning Boards are positioned as shown in diagrams (*b*) on pages U.10, U.11 and U.12, a portable magnet must not be provided for the second Warning Board

(*c*) a portable magnet must not be provided within an AWS gap area

1.1.4 A restriction may be eased or withdrawn earlier than shown in the Weekly Operating Notice in which case the Warning Board and Speed Indicator must be altered to show the higher speed at which trains may run. If a restriction shown in the Weekly Operating Notice is not imposed, the Warning Board and Speed and Termination Indicators must be erected unless a Special Notice cancelling the restriction has been issued at least 24 hours before the time shown for it to start. The Warning Board and Speed Indicator must show the higher speed at which trains may run.

If a restriction is withdrawn earlier than shown or is not imposed, the speed indication in both the Warning Board and Speed Indicator may be replaced by a Spate Indication.

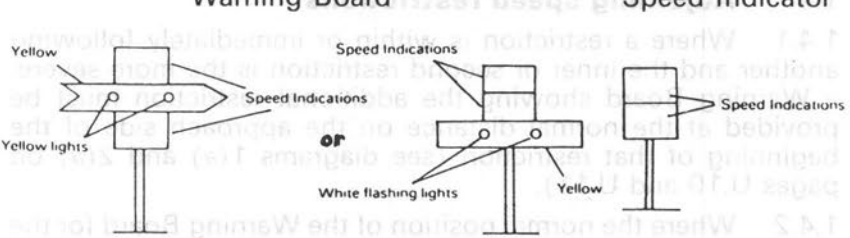
Spate Indication



A Spate Indication denotes a restriction withdrawn or not imposed.

1.2 Differential speed restrictions

When two different speed restrictions (applicable as shown below) are imposed over the same portion of line, these must be indicated as follows:



The speed indications at the Warning Board and the Speed Indicator apply as follows:

Top figure (lower speed)	Applies to all trains except as shown below
Bottom figure (higher speed)	Applies only to passenger (loaded or empty), postal, newspaper and parcels trains, composed entirely of bogie vehicles, and to light locomotives and class 140 to 144 trains

1.3 Speed restrictions on single or bi-directional lines

On a single or bi-directional line, Warning Boards and Speed and Termination Indicators must be erected for each

direction. When a portable magnet is provided, a Cancelling Indicator must be erected about 200 yards (or 200 metres) from the portable magnet on the opposite side of the magnet to the Warning Board and facing trains approaching from the direction of the restriction.

Cancelling Indicator

A Cancelling Indicator denotes that the AWS warning just received does not apply to trains travelling in that direction.

This indicator must be lit during darkness.

1.4 Adjoining speed restrictions

1.4.1 Where a restriction is within or immediately following another and the inner or second restriction is the more severe, a Warning Board showing the additional restriction must be provided at the normal distance on the approach side of the beginning of that restriction (see diagrams 1(*a*) and 2(*a*) on pages U.10 and U.11).

1.4.2 Where the normal position of the Warning Board for the additional restriction falls on the approach side of the Speed Indicator for the first restriction, it must be positioned approximately 50 yards (or 50 metres) ahead of the Warning Board for the first restriction (see diagrams 1(*b*) and 2(*b*) on pages U.10 and U.11). A portable magnet must not be provided for the second Warning Board.

1.4.3 A Speed Indicator must be positioned at the beginning of each individual restriction (see diagrams on pages U.10, U.11 and U.12).

1.5 Speed restrictions on both routes at diverging junctions

Where the normal position of both Warning Boards falls on the approach side of a diverging junction, the second Warning Board must be positioned 50 yards (or 50 metres) ahead of the first (see diagrams 3(*a*) and 3(*b*) on page U.12). A portable magnet must not be provided for the second Warning Board.

2. DUTIES OF PERSON IN CHARGE

2.1 Positioning of equipment

The Civil Engineer's person in charge must ensure that the necessary Warning Boards, Speed and Termination Indicators and portable magnets (and any necessary Cancelling Indicators) are provided at the proper locations at the time shown in the Weekly Operating Notice for the restriction to start. When an AWS electro-magnet associated with a signal is to be disconnected, he must arrange with the S & T Technician for this to be done at the same time as the Warning Board is provided.

2.2 Removal of equipment

Unless the restriction is required to continue (in which case it must be dealt with as an emergency speed restriction), the person in charge must ensure that all Warning Boards, Speed and Termination Indicators, portable magnets and Cancelling Indicators are removed at the time shown in the Weekly Operating Notice for the restriction to finish. Where an AWS electro-magnet has been disconnected, he must arrange with the S & T Technician for it to be reconnected at the same time as the Warning Board is removed.

3. DUTIES OF DRIVERS

Speed restrictions to be observed

After passing a Warning Board, the Driver must reduce the speed of his train to enable him to comply with the prescribed speed restriction over the portion of line between the Speed and Termination Indicators. He must not resume normal speed until the whole train has passed clear of the restriction.

4. DUTIES OF DRIVERS AND SIGNALMEN— ABSENCE OR FAILURE OF EQUIPMENT

4.1 Absence of Warning Boards or Speed Indicators

If a Warning Board or Speed Indicator is not positioned as required by the Weekly Operating Notice, the Driver must, unless he has received notification amending the location or cancelling the restriction, tell the Signalman immediately, stopping specially if necessary. The Signalman must arrange

for it to be erected and, until it is in position, must inform each Driver affected.

4.2 Failure of lights

4.2.1 If any light or indication is unlit at a Warning Board or Speed Indicator when it should be lit, the Driver must tell the Signalman immediately, stopping specially if necessary. The Signalman must arrange for it to be relit and, until it is in order, he must arrange for each Driver affected to be informed. If, however, **one** light and **all** indications remain lit, the Driver need not stop specially to report a failure at a Warning Board but he must report it at the first convenient opportunity. The Signalman need not stop trains specially to inform the Driver of such a failure.

4.2.2 If a Termination Indicator is unlit when it should be lit, the Driver need not stop specially but he must report it at the first convenient opportunity. The Signalman need not stop trains specially to inform the Driver of such a failure.

5. DUTIES OF S & T TECHNICIANS

Disconnection of AWS electro-magnets

When it is necessary to disconnect an AWS electro-magnet in connection with the positioning of a Warning Board at a signal, this must be done at the same time as the Warning Board is erected. The electro-magnet must be reconnected at the same time as the Warning Board is removed.

PART II—EMERGENCY SPEED RESTRICTIONS

6. METHOD

6.1 Definition

An emergency speed restriction is a restriction not shown in the Weekly Operating Notice, or which is more restrictive than shown, or which applies at a time not shown. The restriction must still be regarded as an emergency speed restriction even if details are shown in an amendment to the proper Notice.

6.2 Procedure and equipment

6.2.1 When an emergency speed restriction is imposed, Hand-signalmen must be appointed immediately. If the restriction is

to continue for some time a Special Notice must be issued. Warning Boards and Speed and Termination Indicators must also be erected; the Handsignalmen at the Speed and Termination Indicators may then be withdrawn. The Handsignalman at the Warning Board must remain in position until details of the restriction are shown in the Weekly Operating Notice or an Emergency Indicator is erected.

6.2.2 An Emergency Indicator (when required) together with an **additional** portable AWS magnet must be positioned on the approach to the Warning Board. This magnet must be positioned $\frac{1}{4}$ mile (or 400 metres) from the Warning Board and the Emergency Indicator 200 yards (or 200 metres) from the Warning Board. (See diagram (*a*) on page U.13).

Emergency Indicator

Brilliant flashing white lights

An Emergency Indicator denotes a Warning Board ahead relating to an emergency speed restriction

Emergency Indicator lights must be lit at all times.

6.2.3 If the Warning Board is located less than $\frac{1}{4}$ mile (or 400 metres) ahead of a signal in connection with which an AWS electro-magnet is provided, the electro-magnet must be disconnected and the Emergency Indicator must be positioned at the signal. In such circumstances, an additional portable magnet is not required. (See diagram (*b*) on page U.13).

7. DUTIES OF PERSON IN CHARGE

7.1 Appointment of Handsignalmen

7.1.1 If an emergency speed restriction is imposed, the Civil Engineer's person in charge must immediately arrange for a Handsignalman to be appointed (to observe the provisions of Section B, clause 8.9.1) on the approach to the restriction (in both directions on a single or bi-directional line) at a distance of $1\frac{1}{4}$ miles (or 2 km) from it or $\frac{1}{2}$ mile (or 800 metres) where speed is 65 mph or below. On a falling gradient, these distances must be extended where necessary.

7.1.2 The person in charge must also appoint a Handsignalman (to observe the provisions of Section B, clause 8.9.2) at the locations where the restriction begins and ends. If the length of line affected by the restriction is short, only one Handsignalman need be appointed; he must then be positioned where the restriction ends.

7.2 Signalman to be informed

If the restriction is more restrictive than 20 mph or exceeds $1\frac{1}{4}$ miles (or 2 km), the person in charge must so inform the Signalman.

7.3 Provision of equipment

7.3.1 If the restriction is to continue for some time, the person in charge must arrange for the necessary Warning Boards, Indicators and portable magnets to be provided. The Handsignalman positioned on the approach to the restriction in accordance with clause 7.1.1 must then be positioned at the Warning Board.

7.3.2 The person in charge must arrange for the Handsignalman to remain in attendance as follows:

— **At the site of the Warning Board**

Until details of the restriction are shown in the Weekly Operating Notice or an Emergency Indicator is erected (which the person in charge must so arrange) or the restriction is withdrawn.

— **At the site of the restriction**

Until Speed and Termination Indicators are erected.

7.3.3 The person in charge must ensure that the necessary Warning Boards, Indicators and portable magnets have been provided before an Emergency Indicator is erected. When an AWS electro-magnet associated with a signal is to be disconnected, he must arrange with the S & T Technician for this to be done at the same time as the Warning Board or the Emergency Indicator is provided at the signal. The Emergency Indicator must then remain in position until details of the restriction are shown in the Weekly Operating Notice or the restriction is withdrawn. Where an AWS electro-magnet has been disconnected, he must arrange with the S & T Technician for it to be reconnected at the same time as the Warning Board or the Emergency Indicator is removed from the signal.

8. DUTIES OF DRIVERS

8.1 Emergency speed restrictions to be observed

If the Driver observes a Handsignalman exhibiting a yellow handsignal waved slowly from side to side, he must understand that an emergency speed restriction has been imposed, and he must reduce the speed of his train to enable it to travel over the restricted portion of line at 20 mph or at such other speed as he may be required to observe.

8.2 Arrangements to indicate restrictions

8.2.1 The restricted portion of line will be indicated by a yellow handsignal held steadily at the beginning and a green handsignal waved slowly from side to side at the end. If the restricted portion of line is short, a Handsignalman may be positioned only where the restriction ends and will exhibit a yellow handsignal held steadily until the train is close to him, and then a green handsignal waved slowly from side to side.

8.2.2 If the restriction is likely to continue for some time, a Warning Board and Speed and Termination Indicators will be provided. The Handsignalmen at the site of the restriction will then be withdrawn. The Handsignalman at the Warning Board may also be withdrawn in which case, until details of the restriction are published in the Weekly Operating Notice, an Emergency Indicator will be provided.

9. DUTIES OF DRIVERS AND SIGNALMEN

9.1 Advice to Drivers of severe or long emergency speed restrictions

If the restriction is more restrictive than 20 mph or exceeds $1\frac{1}{4}$ miles (or 2 km), the Signalman must inform each Driver affected. This arrangement must continue until the Signalman is advised that notification is being given to Drivers by other means.

9.2 Failure of lights or indications

9.2.1 If a light is out at an Emergency Indicator, the Driver must tell the Signalman immediately, stopping specially if necessary. The Signalman must arrange for it to be relit and until it is in order, arrange for each Driver affected to be informed.

9.2.2 The provisions of clause 4.2 also apply.

10. DUTIES OF S & T TECHNICIANS

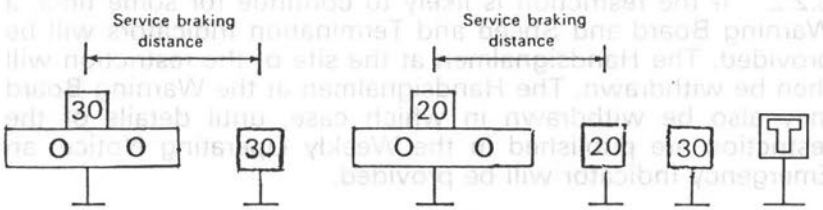
Disconnection of AWS electro-magnets

When it is necessary to disconnect an AWS electro-magnet in connection with the positioning of an Emergency Indicator at a signal, this must be done at the same time as the Emergency Indicator is erected. The electro-magnet must be reconnected at the same time as the Emergency Indicator is removed. Similar arrangements must be made in connection with the positioning of a Warning Board at a signal.

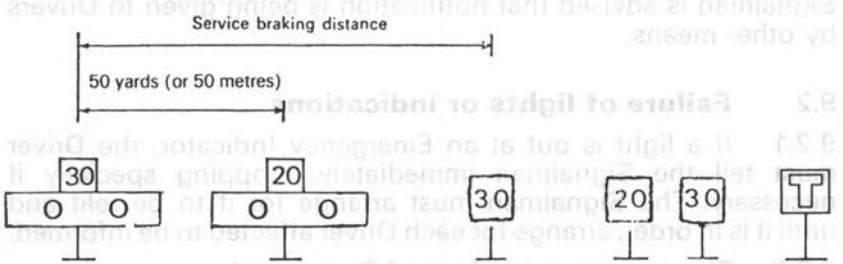
Diagrams

1. One Restriction within Another (Inner more restrictive)

(*a*) Where sufficient distance available for normal positioning of Warning Boards

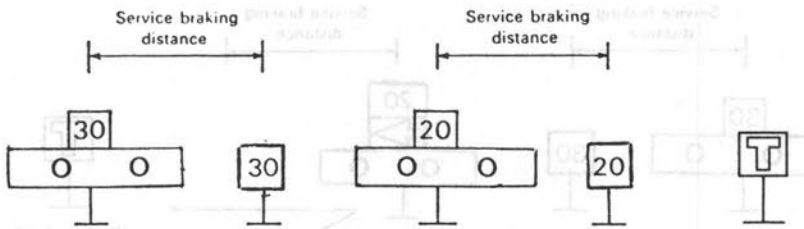


(*b*) Where normal position of second Warning Board falls on approach side of first Speed Indicator

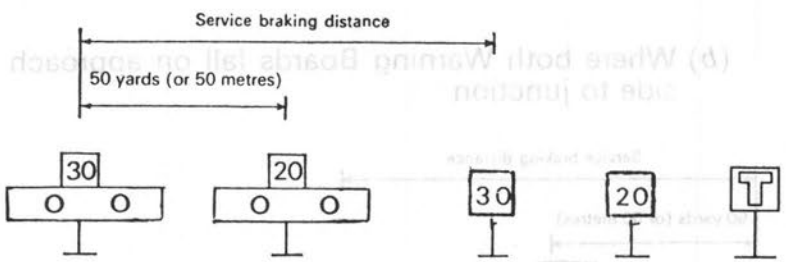


2. One Restriction Immediately Following Another (Second more restrictive)

(*a*) Where sufficient distance available for normal positioning of Warning Boards

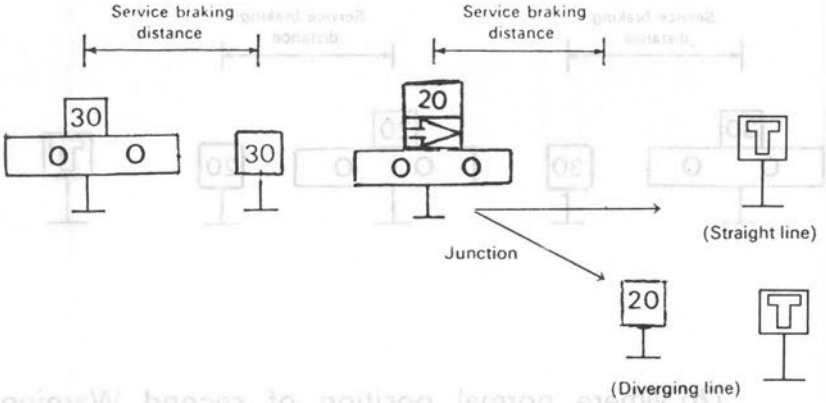


(*b*) Where normal position of second Warning Board falls on approach side of first Speed Indicator

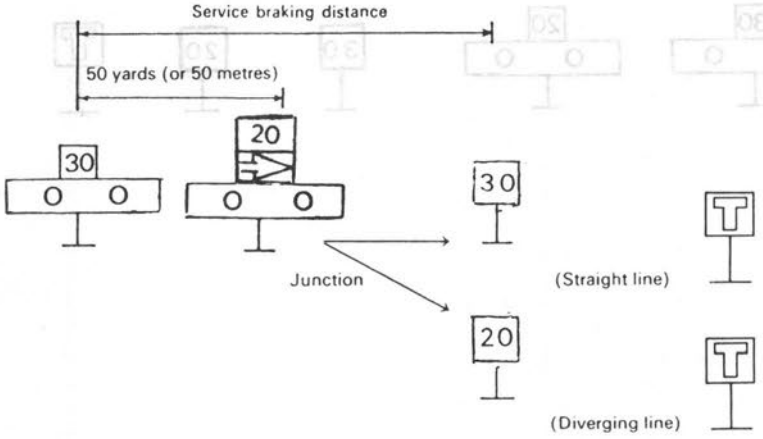


3. Speed Restrictions on both Routes at Diverging Junction

(*a*) Where sufficient distance available for normal sequence of Warning Boards and Speed Indicators

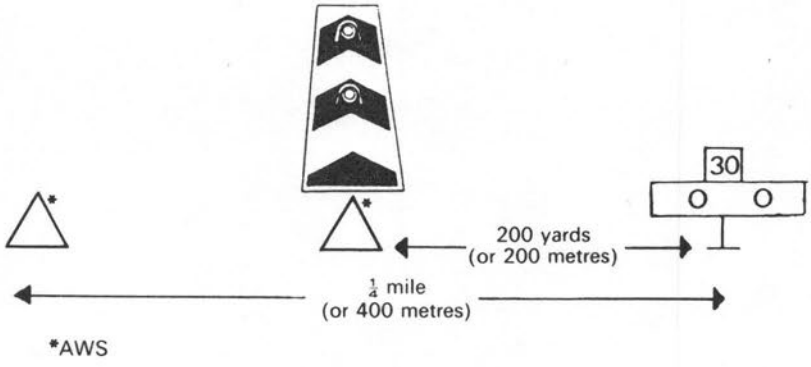


(*b*) Where both Warning Boards fall on approach side to junction

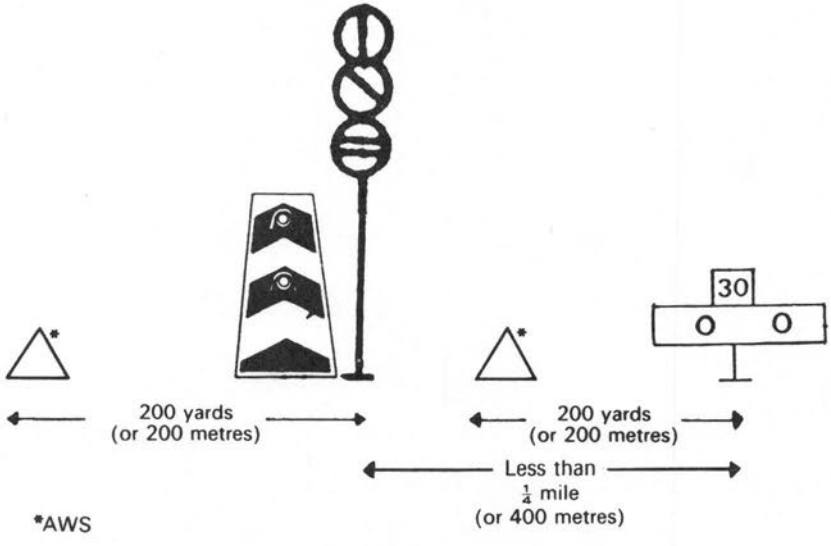


4. Emergency Indicators

(*a*) Normal arrangements



(*b*) When the warning board is within ¼ mile (or 400 metres) ahead of a signal



In these circumstances the Emergency Indicator is positioned at the signal.